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## TITLE 7—AGRICULTURE

### Chapter III—Bureau of Entomology and Plant Quarantine, Department of Agriculture

[B. E. P. Q. 532, Supp. 2]

#### PART 352—TREATMENT OF RESTRICTED OR PROHIBITED PLANTS OR PLANT PRODUCTS TEMPORARILY IN THE UNITED STATES

#### MODIFICATION OF ADMINISTRATIVE INSTRUCTIONS; SHIPMENT OF MEXICAN ORANGES AND GRAPEFRUIT IN BOND THROUGH UNITED STATES

Section 352.9 (a) (4) of the administrative instructions issued under the order and supplemental regulations on Treatment of Restricted or Prohibited Plants or Plant Products Temporarily in the United States (7 CFR 1943 Supp. 352.9 (a) (4)) pursuant to the Plant Quarantine Act of 1912, as amended (7 U. S. C. 151) limits the entry, via ports on the Mexican border, of oranges originating in Mexican States other than Sonora, for immediate transportation and exportation in bond or for immediate export, to the period from October 1 to March 15, inclusive. This period is insufficient in which to complete the orderly exportation to Canada of this season's crop of Mexican oranges.

It has been determined that seasonal conditions are such in the United States that the expiration date of this prescribed period may be extended for the present shipping season only, without risk to the plant cultures of this country. Accordingly, § 352.9 (a) (4) of the administrative instructions entitled "Administrative instructions; oranges and grapefruit from Mexico in transit to foreign countries via the United States" is hereby amended to read as follows:

(a) *Entry via ports on the Mexican border.* \* \* \*

(4) *Period of entry.* The entry of oranges and grapefruit from Sonora is authorized throughout the entire year. Oranges originating in other Mexican States may enter from October 1 to March 15, inclusive, provided that during the 1947-48 shipping season such period shall be from October 1, 1947 to April 30, 1948, inclusive.

This amendment shall be effective March 16, 1948.

The foregoing amendment extends for the current shipping season, the time within which oranges may enter the United States in transit from Mexico to foreign countries. This extension of time does not involve any risks to the plant cultures of the United States through introduction of plant diseases or insect pests, and the extension is made necessary by the fact that climatic and other conditions in Mexico prevented the exportation of oranges from that country for shipment through the United States to other foreign countries during the period presently prescribed by § 352.9 (a) (4). This period ends March 15, 1948, and it is necessary to make the foregoing amendment extending such period effective on March 16, 1948, in order to prevent unnecessary burdens upon foreign commerce. Accordingly, it is found, upon good cause, that notice and hearing under section 4 (a) of the Administrative Procedure Act on the adoption of the amendment are unnecessary, impracticable, and contrary to the public interest.

Since the amendment relieves restrictions, it is within the exception in section 4 (c) of the Administrative Procedure Act and may properly be made effective less than 30 days after its publication in the FEDERAL REGISTER.

(37 Stat. 315, as amended, 7 U. S. C. 151, 7 CFR 352.1 through 352.8)

Done at Washington, D. C., this 16th day of March 1948.

[SEAL]      AVERY S. HOYT,  
                  Acting Chief,  
                  Bureau of Entomology  
                  and Plant Quarantine.

[F. R. Doc. 48-2407; Filed, Mar. 18, 1948;  
9:06 a. m.]

### Chapter VIII—Production and Marketing Administration (Sugar Branch)

#### PART 802—SUGAR DETERMINATIONS

#### FAIR AND REASONABLE WAGE RATES FOR WORK ON 1948 CROP OF SUGAR BEETS IN STATES OTHER THAN CALIFORNIA

Pursuant to the provisions of section 301 (c) (1) of the Sugar Act of 1948,

(Continued on p. 1421)

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<sup>1</sup> P. L. O. 457.

after investigation and due consideration of the evidence obtained at the several public hearings held during January 1948 the following determination is hereby issued:

§ 802.140 *Fair and reasonable wage rates for persons employed in the production, cultivation, or harvesting of the 1948 crop of sugar beets in States other than California.* The requirements of section 301 (c) (1) of the Sugar Act of 1948 shall be deemed to have been met with respect to the 1948 crop of sugar beets in States other than California if all persons employed on the farm or part of the farm covered by a separate

labor agreement in the production, cultivation or harvesting of the 1948 crop of sugar beets shall have been paid in full for all such work at rates as agreed upon between the producer and the laborer, but after the effective date of this determination, not less than the following:

(a) *For work performed on a time basis.* (1) Thinning, hoeing, or weeding: 60 cents per hour

(2) All harvesting work: 65 cents per hour

Permitted reduction: For workers between 14 and 16 years of age the above rates may be reduced by not more than one-third. The maximum employment per day for workers between 14 and 16 years of age, without deduction from Sugar Act payments to the producer, is 8 hours.

(b) *For work performed on a piece rate basis.*—(1) *1948 basic rates per acre for thinning, hoeing, and weeding by wage districts*

Operations	I	II	III	IV	V	VI
Hand and finger thinning: <sup>1</sup>						
Fields planted with conventional seed: <sup>2</sup>	\$11.00	\$12.00	\$13.00	\$14.00	\$12.00	\$13.00
Without machine hoeing: <sup>3</sup>	0.00	0.00	10.00	11.00	0.00	10.00
First hoeing—following hoe and finger thinning: <sup>4</sup>	3.00	4.00	4.00	5.00	4.00	5.00
First hoeing—following hoe-thinning (no finger thinning): <sup>5</sup>	7.00	7.00	8.00	9.00	7.00	8.00
Each subsequent hoeing or weeding: <sup>6</sup>	4.00	5.00	5.00	6.00	5.00	6.00

<sup>1</sup> This operation consists of removing excess beet plants from rows by use of a hoe in combination with direct work, not in excess of 364 inch. The basic rate for hoeing and thinning on fields planted with natural whole seed shall be \$3.00 more per acre than those specified.

<sup>2</sup> This rate is applicable to fields where the beets have been machine bled before the plants have passed the leaf stage, where the beets have not been covered with dirt and where the beets are not larger than 4" by 4"; otherwise without machine hoeing, rate applies.

<sup>3</sup> This rate is applicable where the producer does not require the worker to finger thin because of machine hoeing, machine thinning, low rate of feeding or other labor saving practice.

<sup>4</sup> Combined operations. When a written agreement provides for a combined rate for "summer" work, the rate for such work, regardless of the number of hoeings or weedings required shall be the sum of the applicable rates specified above.

<sup>5</sup> Wide row planting. The above thinning and hoeing rates may be reduced by not more than the indicated percentages for the following row widths: 23 inches or more but less than 31 inches, 20 percent; 31 inches or more but less than 34 inches, 20 percent; 34 inches or more, 10 percent.

<sup>6</sup> Cross cultivation. In an instance where cross cultivation is performed prior to hoeing or weeding, the specified first hoeing rate may be reduced not in excess of 50 percent and the specified subsequent hoeing or weeding rate may be reduced not in excess of 50 percent.

**(2) 1948 basic rates for pulling, topping and loading by wage districts**

Average tons per acre <sup>1</sup> (rate applicable to yield within brackets)	Basic rates per ton					
	I	II	III	IV	V	VI
4-5.0	\$2.00	\$1.85	\$1.05	\$1.05	\$2.25	\$2.25
5-7.0	1.75	1.60	1.05	1.05	2.00	2.00
7-10.0	1.50	1.45	1.05	1.05	1.75	1.75
10-11.0	1.25	1.20	1.05	1.05	1.50	1.50
12-13.0	1.00	1.00	1.05	1.05	1.25	1.25
14-16.0	1.00	1.00	1.05	1.05	1.00	1.00
16-17.0	1.00	1.00	1.05	1.05	1.00	1.00
18-19.0	1.00	1.00	1.05	1.05	1.00	1.00
20 and over	1.00	1.00	1.05	1.05	1.00	1.00

<sup>1</sup> For the farm, or part of the farm covered by a separate labor agreement, in cases in which the operations of pulling and topping are performed by different workers the above applicable pulling and topping rate shall be divided 35 percent for pulling and 65 percent for topping.

<sup>2</sup> If the worker who does the pulling and topping also leads the beets, the rate for the combined operation of pulling, topping and leading shall be 20 percent more than the applicable pulling and topping rate.

<sup>3</sup> Where leading is not required of the worker who does the pulling and topping, the rate for pulling and topping shall be 70 percent of the applicable combined rate for pulling, topping and leading except that if the beets are to be loaded mechanically and the top is not required to pull beets to provide a place for a wiretop, the rate for pulling and topping shall be as agreed upon but not less than 60 percent of the applicable combined rate for pulling, topping and leading.

(3) *Supplemental wage payment.* In addition to the basic rates specified in subparagraphs (1) and (2) of this paragraph, (1) there shall be paid to the laborer who enters into an agreement with the producer to perform the combined operations of thinning, hoeing, weeding, and harvesting on a given acreage, and who carries out such agreement in full, an additional amount of \$3.00 per acre harvested by such laborer, and (2) there shall be paid to the laborer who enters into an agreement with the producer to perform the harvesting operations only on a given acreage, and who carries out such agreement in full, an additional amount of \$2.00 per acre harvested by such laborer: *Provided, however,* That if the producer and laborer agree to a modification of the acreage covered by the original agreement the supplemental wage payment shall apply to such modified acreage.

(c) *General provisions.*—(1) *Work not covered by specific rates.* For any work in the production, cultivation, or harvesting of sugar beets for which a rate is not specified herein, such as fertilizing, plowing, preparing seedbed, or irrigating, the rate shall be as agreed upon between the producer and the laborer.

(a) *General.* The foregoing determination provides fair and reasonable wage rates to be paid persons employed in the production, cultivation, or harvesting of the 1948 crop of sugar beets in States other than California. Compliance with the determination is required as one of the conditions for payment to producers of sugar beets under the Sugar Act of 1948. In this Statement, the foregoing determination as well as determinations for prior years will be referred to as "wage determination," identified by the crop year for which effective.

(b) *Requirements of the Sugar Act and standards employed.* The Sugar Act requires that in determining fair and reasonable wage rates, public hearings shall be held, investigation shall be made, and consideration shall be given to (1) the standards thereof formerly established by the Secretary under the

Agricultural Adjustment Act, as amended, and (2) the differences in conditions that exist among the various sugar producing areas.

Public hearings were held in Detroit, Michigan, St. Paul, Minnesota, Billings, Montana, Salt Lake City, Utah, and Denver, Colorado, during the period January 5 through January 14, 1948. In these hearings interested persons were given an opportunity to present testimony with respect to fair and reasonable wage rates. In addition, appropriate investigations have been made of conditions existing in the sugar beet industry. Consideration has been given to testimony presented at the hearings and to information obtained as a result of the investigations. The 1948 wage determination, as well as each prior wage determination, has been based largely on the relationship of wages to income from sugar beets and the relationship of wages to costs of living, but consideration has also been given to the relationship of labor costs to total costs, labor requirements under new methods of cultivation and harvesting, and other related factors.

(c) *Background.* The first determination of fair and reasonable wage rates for sugar beet work under the Sugar Act of 1937 covered the harvest of the 1937 crop. Wage determinations have been issued for persons employed in the production, cultivation and harvesting of each subsequent crop. The 1937 wage determination increased prevailing harvest wages in proportion to the increase in income to producers from Sugar Act payments. The levels of wages established in the 1938, 1939, and 1940 wage determinations were based on the past relationship of wages per acre for contract labor to the gross income from sugar beets per acre, with appropriate adjustments for increased producer income and changes in production and living costs. In conformity with the general practice in the industry, rates were established on a per acre basis for blocking and thinning and hoeing and on a per ton basis for harvesting. Wage determinations since 1940 have continued this basic rate structure and, in addition, have provided alternative hourly rates and additional piece work rates as required by changed methods of production. Such additional rates have been based upon time studies of the relative amount of work required under the several methods. Wage determinations have not established specific rates for work other than that done by contract labor but have approved the rates agreed upon between the producer and the laborer performing such work.

Important strides have been made in mechanization of sugar beet field work since 1942. Of greatest importance have been the development of methods for processing sugar beet seed so that the seed balls contain only one or two germs each, improved planting equipment, increased use of blocking or thinning equipment designed to remove excess beet plants from the rows, and development of mechanical loaders and harvesters. These developments have reduced substantially the amount of hand labor required. Prior wage determinations have established certain piece work rates designed to reflect the reduction in

labor requirements. These determinations also provided that, where the amount of labor was reduced under an operation for which no piece work-rate was specified, the producer and laborer could agree upon a rate subject to the approval of the State PMA Committee. This latter provision has been ineffective.

(d) *1948 wage determination.* The 1948 wage determination contains a number of significant changes as compared with the 1947 wage determination. Such changes are as follows:

(1) The basic rates specified are effective from the date of issuance of this determination. The rates applicable to work performed on the 1948 crop prior to the effective date of this determination are those which have been agreed upon between the producer and the laborer.

(2) Wage rates have been provided for six wage districts rather than ten as was the case in the 1947 wage determination for the comparable area. The effect of this change is to establish basic minimum rates for areas of generally similar conditions and to eliminate certain special rate considerations previously provided to meet local conditions. Where local conditions warrant the payment of rates in excess of those specified, higher rates may be agreed upon.

(3) For hoe and finger thinning, two rates have been specified for fields planted with segmented seed; one applicable to fields which have not been machine blocked, the other applicable to fields which have been machine blocked. The operation of hoe and finger thinning is defined as removing excess beet plants from the rows by use of a hoe in combination with finger work. Segmented seed is defined as seed which has been sheared or which has been graded to pass through a  $1\frac{1}{4}$ -inch screen with size variations not in excess of  $\frac{3}{4}$  inch. The rate for fields with machine blocking is applicable where the beets have not passed the 8-leaf stage; where the blocks have not been covered with dirt; and where the blocks are not larger than 4 inches by 4 inches. The differential in rates for fields which have been machine blocked as compared to fields which have not been machine blocked has been increased (except District I) in accordance with an analysis of labor performance during 1947 which indicated that significant labor savings were effected under the conditions enumerated. For fields planted with natural whole seed, the wage determination provides that the rate shall be \$2.00 more than the basic rates specified for fields planted with segmented seed.

(4) A specific basic rate has been provided for the operation of hoe-thinning beets where the producer does not require the workers to finger thin because of machine blocking, machine thinning, low rate of seeding or other labor saving practice. The differential in the rate provided as compared with the operation of hoe and finger thinning has also been based upon a time study of labor performance during 1947.

(5) Two rates have been provided for first hoeing. One rate is applicable where hoe and finger thinning has been performed and the other is applicable where

hoe-thinning (no finger thinning) is performed. The latter rate is commensurate with the additional labor required. The customary piece work rate has been provided for each subsequent hoeing or weeding.

(6) The permitted reduction in hoeing rates where cross-cultivation has been performed prior to hoeing or weeding has been extended to include all wage districts whereas in 1947 it applied only to District II. This recognizes the increasing use of special machine methods.

(7) Modified sliding scales of payment for harvesting work based upon two-ton yield brackets have been provided for all wage districts. Heretofore, a flat rate of payment, irrespective of tonnage, was effective in some districts, a sliding scale of payments based on one-ton yield brackets was effective in other districts, while a combination of a flat rate and a sliding scale was effective in still other districts. The modified scales are designed to return approximately equal earnings at various yields of beets per acre to workers of average ability. Rates specified are applicable to any tonnage within the brackets. These sliding scales of payments have been based upon an analysis of labor performance during 1947. The rates specified are somewhat lower at average yields than those specified in the 1947 wage determination.

(8) In addition to the basic rates, supplemental wage payments have been provided in the 1948 wage determination. One is payable if the laborer who enters into an agreement with the producer to perform the entire summer and harvesting work completes such work while the other is payable for the fulfillment of an agreement covering only the harvesting work. The purpose of the supplemental wage payment is to provide an additional incentive to the laborer to complete the harvest of the crop on a farm and to minimize the labor recruitment costs of the producer. Under either supplemental wage provision, the acreage originally agreed upon may be modified by agreement between the parties where unusual conditions preclude the fulfillment of the original agreement.

(e) *General discussion of factors.* The 1948 wage determination is based upon current information with respect to labor performance under different methods of cultivation and harvesting, prices paid by laborers for food and clothing, the general index of farm costs of production, and grower income for the 1948 crop. The specified basic piece work rates are designed in most instances to return to workers of average ability about 70 to 80 cents per hour for "summer" work operations and about 80 to 90 cents per hour for the harvesting work.

Accordingly, I hereby find and conclude that the foregoing determination is fair and reasonable and that compliance therewith will effectuate the purposes of the wage provisions of the Sugar Act of 1948.

(Secs. 301 and 403 of Pub. Law 388, 80th Cong.)

Issued this 15th day of March 1948.

[SEAL] CLINTON P. ANDERSON,  
Secretary of Agriculture.

[F. R. Doc. 48-2373; Filed, Mar. 10, 1948; 9:05 a. m.]

**TITLE 14—CIVIL AVIATION****Chapter I—Civil Aeronautics Board**

[Supp. 2]

**PART 42—NON-SCHEDULED AIR CARRIER  
CERTIFICATION AND OPERATION RULES****INSTRUMENT FLIGHT OPERATIONS; TAKE-OFF  
AND LANDING**

The following specifications relating to the Code of Federal Regulations, Title 14, Chapter I, Part 42, §§ 42.341 (b) and 42.342 (b) are hereby adopted:

**§ 42.341 Take-off. \* \* \***

(b) *Instrument flight operations (IFR)* \* \* \*

**§ 42.342 Landing. \* \* \***

(b) *Instrument flight operations (IFR)* \* \* \*

(CAA Specifications)

NOTE: See the Code of Federal Regulations, Title 14, Chapter II, Part 609, *infra*.

(52 Stat. 973, 984, 985, 986; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. 401, 425, 451, 452, 456, 457, 458; 12 F. R. 522, §§ 42.341 (b) 42.342 (b))

These specifications shall become effective upon publication in the FEDERAL REGISTER.

T. P. WRIGHT,  
*Administrator of Civil Aeronautics.*

[F. R. Doc. 48-2063; Filed, Mar. 18, 1948;  
9:00 a. m.]

[Supp. 3]

**PART 61—SCHEDULED AIR CARRIER RULES****APPROACH AND LANDING LIMITATIONS**

The following specifications relating to the Code of Federal Regulations, Title 14, Chapter I, Part 61, § 61.752, are hereby adopted:

**§ 61.752 Approach and landing limitations. \* \* \***

(CAA Specifications)

NOTE: See the Code of Federal Regulations, Title 14, Chapter II, Part 609, *infra*.

(52 Stat. 973, 984, 985, 986; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. 401, 425, 451, 452, 456, 457, 458; 12 F. R. 345, § 61.752)

These specifications shall become effective upon publication in the FEDERAL REGISTER.

T. P. WRIGHT,  
*Administrator of Civil Aeronautics.*

[F. R. Doc. 48-2064; Filed, Mar. 18, 1948;  
9:00 a. m.]

**Chapter II—Administrator of Civil  
Aeronautics, Department of Com-  
merce****PART 609—STANDARD INSTRUMENT  
APPROACH PROCEDURE**

It appearing that the Administrator of Civil Aeronautics has been authorized under the Civil Aeronautics Act of 1938, as amended, and the Civil Air Regula-

tions issued pursuant thereto, to prescribe standard instrument approach procedures and ceiling and visibility minimums; that the procedures and minimums have been distributed to the public, and interested persons have had ample opportunity to comment upon them; that the original procedures and minimums, and amendments thereto, have been published (12 F. R. 8111-8150, 13 F. R. 321), that in the public interest the procedures and minimums, as revised to date, should be published without delay; and that compliance with the notice and effective date provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. § 1003) would be impracticable and contrary to the public interest;

Now therefore, acting pursuant to the authority vested in me by sections 205, 301, 302, 306, 307, and 308 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 973, 984, 985, 986; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. secs. 401, 425, 451, 452, 456, 457, 458), and §§ 42.341, 42.342, 42.37, 60.306, and 61.752 of the Civil Air Regulations (12 F. R. 345, 522, 5550) and acting in accordance with the requirements of section 3 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. § 1002) I hereby revise Part 609 of the Administrator's Regulations. Part 609 of the Administrator's Regulations is revised to read as follows:

Sec. 609.1 Introduction.

Sec. 609.2 Ceiling and visibility minimums.

Sec. 609.3 Directive.

AUTHORITY: §§ 609.1 through 609.3, inclusive, issued under 52 Stat. 973, 984, 985, 986; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. §§ 401, 425, 451, 452, 456, 457, 458; and 12 F. R. 345, 522, 5550, 14 CFR, 42.341, 42.342, 42.37, 60.306, 61.752.

§ 609.1 *Introduction.* (a) The following standard instrument approach procedures include ceiling and visibility minimums for take-off and landing at particular airports. These procedures are identical for all users except those users for which the Administrator (1) has specifically authorized lower ceiling and visibility minimums, or (2) has not been authorized to prescribe take-off minimums.

(b) Initial approach altitudes are the minimum en route cruising altitudes authorized for an airport between the last radio fix and the radio range station. These altitudes are based solely on clearance above terrain and obstructions to flight. The altitudes shown for initial approach on any radio range course shall be at least one thousand (1,000) feet above all obstructions, except for those areas designated as mountainous areas. Initial approach altitudes for mountainous areas shall not be less than the published en route minimums; where no en route minimums have been established, a clearance of at least two thousand (2,000) feet over all obstructions must be provided. Unless otherwise authorized by the Administrator, these altitudes shall provide for terrain clearance in an area five (5) miles each side of the center line of the radio range course from the last radio fix (radio range station or reliable intersection) to the range station: *Provided*, That no maneu-

vering is contemplated for this course. Where it is anticipated that maneuvering will be necessary on any radio range course, either for holding purposes or otherwise, a minimum lateral clearance of ten (10) miles from the center line of the radio range course will be provided for the maneuvering side, and five (5) miles clearance provided for the opposite side. Where adequate radio fixes exist, altitudes will be shown for all range courses, either on or off airways. Where no radio fix exists, the term "Minimum en route altitude" will be used for the direction involved.

(c) If the range-associated airport is more than 7 miles from the range, visual contact must be established over the range on the final approach, and VFR complied with from range station to airport.

(d) This policy is of the same nature as that covering a multiple-airport range. This latter policy directs all traffic first to the key (range-associated) airport and thence by VFR operations from over that airport to one or more procedure-approved airports in the same area.

(e) Because of the rugged terrain adjacent to many of these range-associated airports, the Coast and Geodetic Survey charts, especially the Approach and Landing Charts, covering the area where an instrument let-down is proposed, should be carefully studied before an approach is made.

(f) Revisions of, or additions to, these procedures will be published in the FEDERAL REGISTER and Code of Federal Regulations, and may appear in the Airman's Guide and Flight Information Manual.

§ 609.2 *Ceiling and visibility minimums.* (a) Regular approach minimums (identified by "R" in the tables) are authorized when it is necessary to circle the airport for landing. They apply to all types of aircraft except aircraft having stall speeds, as established in the Airplane Operating Manual, of 75 miles per hour or less at maximum certificated landing weight with full flaps, landing gear extended, and power off, which are authorized to operate into airports with ceiling minimums 100 feet lower and visibility minimums ½ mile less than the published regular approach minimums, but in no case less than ceiling 500 feet and visibility 1 mile, or less than the authorized straight-in approach minimums, whichever is higher.

(b) Straight-in approach minimums (identified by "S" in the tables) are authorized only when landing can be accomplished straight in from the navigational facility being used to the near end of the runway without exceeding 500 feet per minute rate of descent and without change of direction of more than 30 degrees. They apply to all types of aircraft.

(c) Alternate minimums (identified by "A" in the tables) are authorized when an alternate airport is required. They apply to all types of aircraft.

(d) Take-off minimums (identified by "T" in the tables) apply to all types of aircraft.

(e) Procedure not authorized (identified by "NA" in the tables).

§ 609 3 Directive The following standard instrument approach procedures including ceiling and visibility minimums are hereby prescribed:

(a) Low frequency ranges

Station	Mfn. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing min. altitudes, or if landing not accomplished—
						Mag. bear	Dist. (mi.)	Cell (ft.)	Vls. (mi.)	Day	Night	
Aberdeen S. Dak.: Aberdeen Air port el 1 299'	N-2,800' (Jameson range), SE-3,000' (Watertown range), S-2,600' (Huron range), NW-3,500' (Bismarck range)	None	S	10 mi.-2,500' E side S leg 15 mi.-2,500' E side S leg 25 mi.-2,500' E side S leg	2,000'	341°	2.5	R 500 S 500 A 500 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb to 2,800' on N leg within 25 mi
Abilene, Tex.: Abilene Air Terminal el 1,757'	N-Min. enroute alt. E-3,000' (Fort Worth range) S-Min. enroute alt. W-1,000' (Big Spring range), N-2,500' (Phantom Hill FM), final. (Make let-down to Abilene Air Terminal)	None	N	10 mi.-3,000' W side N leg 15 mi.-3,000' W side N leg 20 mi.-3,000' W side N leg 25 mi.-3,000' W side N leg	2,500'	180°	2.2	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb to 4,000' on S leg with in 25 mi
Abilene AFF el 1,701', Acumita, N. Mex.: OAA Int Field el 5,617', Advance Mo.: OAA Int Field el 335'	N-2,500' (3 leg St. Louis) E-Min. enroute alt. W-2,000' (Memphis range) S-Min. enroute alt. NW-3,000' (E leg Cheyenne) SE-3,000' (Hayes Center range) W-1,000' (Denver range), NE-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	S	10 mi.-2,000' W side S leg 15 mi.-2,000' W side S leg 20 mi.-2,000' W side S leg 25 mi.-2,000' W side S leg	1 155	354°	1.5	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			(Being revised.) Climb to 2,000' on N leg
Akron, Colo.: OAA Int Field el 4 558'	N-3,000' (E leg Cheyenne) SE-3,000' (Hayes Center range) W-1,000' (Denver range), NE-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	N	10 mi.-5,700' W side N leg 15 mi.-5,700' W side N leg 20 mi.-5,700' W side N leg 25 mi.-5,700' W side N leg	5,200'	154°	3.0	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb to 9,000' on S leg with in 25 mi
Akron, Ohio: Akron Airport el 1 042	N-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	SW	10 mi.-5,700' W side N leg 15 mi.-5,700' W side N leg 20 mi.-5,700' W side N leg 25 mi.-5,700' W side N leg	1 800	45	0.4	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb to 2,500' on NE leg
Albany, Ga.: Turner Field el 215	N-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	NE	10 mi.-2,500' W side NE leg 15 mi.-2,500' W side NE leg 20 mi.-2,500' W side NE leg 25 mi.-2,500' W side NE leg	2 200	202°	12.4	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			If not contact over range, climb to 3,000' on SW leg within 25 mi
Albany N Y.: Albany Airport el 292', Procedure No 1	SW-1 300' (Colonie LFM)	None	N	Straight in approach only	1,300' over Colonie LFM	105°	3.1	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			(Being revised.)
Procedure No 2						15	1.5	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			(Being revised.)
Schenectady Co. Airport el 325, Troy Airport el 325	(Make let-down to Albany Airport) Fly contact from Albany Airport to Schenectady Co. Airport	None	S	10 mi.-5,000' W side S leg 15 mi.-5,000' W side S leg 20 mi.-5,000' W side S leg 25 mi.-5,000' W side S leg	6,300	354°	3.1	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Turn left climb to 10 000 on W leg
Albuquerque, N. Mex.: Kirtland Field el 5 330'	N-Min. enroute alt. E-1,000' (S leg Otero), S-1,000' (Gage range), SE-1,000' (Gage range), W-1,000' (Alameda range), NE-1,000' (Alameda range), SE-1,000' (Alameda range), SW-1,000' (Alameda range), NW-1,000' (Alameda range), NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-1,000' (Alameda range)	None	S	10 mi.-5,000' W side S leg 15 mi.-5,000' W side S leg 20 mi.-5,000' W side S leg 25 mi.-5,000' W side S leg	1 000'	310	5.7	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb to 1,500' on NW leg within 25 mi
Alexandria, Ia.: Alexandria Air port el 83'	N-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	SE	10 mi.-2,500' W side SE leg 15 mi.-2,500' W side SE leg 20 mi.-2,500' W side SE leg 25 mi.-2,500' W side SE leg	2,200'	185°	2.0	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb to 2,800' on S leg with in 25 mi
Alexandria, Minn.: Alexandria Air port el 1 423'	N-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	N	10 mi.-2,500' W side N leg 15 mi.-2,500' W side N leg 20 mi.-2,500' W side N leg 25 mi.-2,500' W side N leg	1,000'	72°	3.0	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb to 1,400' on E leg
Alice, Tex.: Alice Airport el 177	N-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	W	10 mi.-1,300' S side W leg 15 mi.-1,300' S side W leg 20 mi.-1,300' S side W leg 25 mi.-1,300' S side W leg	---	192°	2.7	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			(Being revised.)
Allentown, Pa.: Allentown-Bethlehem Airport el 332'	N-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	NE	10 mi.-1,300' S side W leg 15 mi.-1,300' S side W leg 20 mi.-1,300' S side W leg 25 mi.-1,300' S side W leg	---	144°	2.2	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			Climb on right side of SE leg to 1,500'
Alma, Ga.: Alma Airport el 209'	N-2,500' (3 leg Cheyenne) SE-2,500' (3 leg Cheyenne) SW-2,400' (3 leg Cheyenne) NW-2,700' (3 leg Cheyenne) NE-Min. enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-3,000' (Lawson range)	None	NW	10 mi.-1,200' W side NW leg 15 mi.-1,200' W side NW leg 20 mi.-1,200' W side NW leg 25 mi.-1,200' W side NW leg	---	---	---	R 500 S 500 A 1 000 T 1 000 300 1.0	1.5 1.0 1.0 3.0 1.0			



Station	Min, initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. log	Procedure turn min. at distances from radio range station	Min. alt over range station	Station to airport		Colling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished--	
						Mag. bear	Dist. (mi.)	Day		Night			
								Coil (ft.)	Vis. (mi.)	Coil (ft.)	Vis. (mi.)		
Altoona, Pa.: Blair Co Airport el 1405'	1		N	--		203°	1.3	R	1,000	2.0	1,000	2.0	(Being revised)
Amritillo Tex.: English Field el 3601'		None	W		4,400'	77°	2.1	R	1,000	3.0	1,000	3.0	
Procedure No 1				10 mi. - 5,000' S side W leg 15 mi. - 5,000' S side W leg 20 mi. - 5,000' S side W leg 25 mi. - 5,000' S side W leg				R	1,000	3.0	1,000	3.0	Climb to 4,700' on E leg
Procedure No 2		None	E	10 mi. - 4,700' N side E leg 15 mi. - 4,700' N side E leg 20 mi. - 4,700' N side E leg 25 mi. - 4,700' N side E leg	4,200' Over Amritillo LFAL	257°	1.9	R	1,000	3.0	1,000	3.0	If not contact, over range climb to 5,200' on W leg
Andrews (Camp Springs) Md													
Arco, Calif													
Arco, Va.													
Ashtabula, Ohio													
Atlanta, Ga.													
Atlanta Airport el 1,005' AG range.													
Procedure No 1--			SE			331°	1.0	R	500	1.5	500	1.5	(Being revised)
Procedure No 2 --			NW			161°	3.5	R	500	1.5	500	1.5	(Being revised)
Atlanta NAS el 1,092' NOQ range			W			59°	3.2	R	500	1.5	500	1.5	(Being revised)
Augusta, Ga.: Daniel Field el 421'		None	SW		1,160'	45°	2.1	R	500	1.5	500	1.5	Climb to 1,600' on NE leg
Augusta, Maine: Augusta State Airport, el 554'		None	SW		1,200'	81°	2.0	R	500	1.5	500	1.5	Climb to 1,700' on NE leg
Austin, Tex.: Mueller Airport el 630'		None	NW		1,200'	117°	1.8	R	500	1.5	500	1.5	Climb to 2,100' on SE leg
Bearstrem AFB el 615'													
Halla Field, el 725'													
Baker, Ore.: Baker Airport el 3,655'		On SE leg to 8,000' within 20 mi	NW		5,000'	110°	1.8	R	1,000	3.0	1,000	3.0	If not contact over range, immediately make 180° turn and climb to 9,000' on NW leg within 10 mi
Bakersfield, Calif.: Bakersfield Kern Co Airport el 515'		None	N		1,600'	141°	1.5	R	500	2.0	500	2.0	Turn right W and climb to 3,000' on N leg
Baltimore, Md.: Baltimore Airport el 11'		None	S		800'	12°	2.4	R	1,000	3.0	1,000	3.0	Climb to 1,600' on N leg
Baltimore, Md.: Baltimore Airport el 11'													

Station	Min. initial appro. alt from the direction and radio fix indicated	Shuttle	Final app. leg	Procedure turn min. at distances from radio range station	Min. alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—	
						Mag. bear	Dist. (mi.)	Day		Night			
								Cell (ft)	Vis. (mi.)	Cell (ft)	Vis. (mi.)		
Bangor Maine: Dow Field el 160'	NE-2,500' (S leg Houlton) SE-Min. enroute alt SW-2,300' (NE leg Augustav) NW-1,600' (S leg Millinocket) NW-1,000' (Corinth FM) final NE-1,600' (E leg Shreveport) SE-Min. enroute alt SW-Min. enroute alt SW-1,600' (S leg Shreveport) NW-1,600' (E leg Shreveport) NE-Min. enroute alt SE-1,600' (W leg New Orleans) SW-1,600' (E leg Lake Charles) NW-1,600' (Alexandria range) N-2,200' (SE leg Grand Rapids) E-2,200' (SE leg Lansing) W-2,100' (E leg South Bend) W-2,300' (N leg Goshon) (No instrument let-downs authorized)	None	NW	10 ml -1,600' W side NW leg 15 ml -2,000' W side NW leg 20 ml -2,000' W side NW leg 25 ml -2,000' W side NW leg	1 000'	172	2.1	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5 3.0 1.0	Climb to 2 500 on SE leg
Barksdale (Shreveport) La: Barksdale Field el 167'	NE-1,600' (E leg Shreveport) SE-Min. enroute alt SW-Min. enroute alt SW-1,600' (S leg Shreveport) NW-1,600' (E leg Shreveport) NE-Min. enroute alt SE-1,600' (W leg New Orleans) SW-1,600' (E leg Lake Charles) NW-1,600' (Alexandria range) N-2,200' (SE leg Grand Rapids) E-2,200' (SE leg Lansing) W-2,100' (E leg South Bend) W-2,300' (N leg Goshon) (No instrument let-downs authorized)	None	SE	10 ml -1,600' E side SE leg 15 ml -1,600' E side SE leg 20 ml -1,600' E side SE leg 25 ml -1,600' E side SE leg	800'	325°	4.4	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5 3.0 1.0	Climb to 1 600 on NW leg
Baton Rouge La: Harding Field el 70'	NE-1,600' (E leg Shreveport) SE-Min. enroute alt SW-Min. enroute alt SW-1,600' (S leg Shreveport) NW-1,600' (E leg Shreveport) NE-Min. enroute alt SE-1,600' (W leg New Orleans) SW-1,600' (E leg Lake Charles) NW-1,600' (Alexandria range) N-2,200' (SE leg Grand Rapids) E-2,200' (SE leg Lansing) W-2,100' (E leg South Bend) W-2,300' (N leg Goshon) (No instrument let-downs authorized)	None	NW	10 ml -1,100' W side NW leg 15 ml -1,100' W side NW leg 20 ml -1,100' W side NW leg 25 ml -1,100' W side NW leg	800	110	3.4	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5 3.0 1.0	Climb to 1 600 on SE leg
Dattole Creek Mich: Kollogg Field el 936'	NE-1,600' (E leg Shreveport) SE-Min. enroute alt SW-Min. enroute alt SW-1,600' (S leg Shreveport) NW-1,600' (E leg Shreveport) NE-Min. enroute alt SE-1,600' (W leg New Orleans) SW-1,600' (E leg Lake Charles) NW-1,600' (Alexandria range) N-2,200' (SE leg Grand Rapids) E-2,200' (SE leg Lansing) W-2,100' (E leg South Bend) W-2,300' (N leg Goshon) (No instrument let-downs authorized)	None	S	10 ml -2,100' E side S leg 15 ml -2,100' E side S leg 20 ml -2,100' E side S leg 25 ml -2,100' E side S leg	1 600'	3	3.2	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5 3.0 1.0	Climb to 2 200 on N leg
Battle Mountain Nev Beaumont, Tex.: Jefferson Co Airport el 18'	N-Min. enroute alt E-1,300' (Lake Charles range) S-Min. enroute alt W-1,600' (Houston range) (Make let-down to Jefferson Co Airport to Beaumont Airport.)	None	N	10 ml -1,400' W side N leg 15 ml -1,400' W side N leg 20 ml -1,400' W side N leg 25 ml -1,400' W side N leg	900	160°	3.7	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5 3.0 1.0	Climb to 1,500 on S leg
Beaumont Airport el 31'		Fly contact from Jefferson Co Airport to Beaumont Airport.)											
Bellingham, Wash: Bellingham Airport el 153'	NE-10,000' (Princeton range) SW-3,600' (SE leg Patricia Bay) NW-2,000' (Vancouver range) E-1,000' (Abilene range) SE-4,000' (SW leg Goodfellow) W-1,000' (NW leg Midland) W-3,200' (Stanton FM) final W-5,000' (E leg Lubbock) NE-5,000' (Custer range) NE-4,500' (Nibe FM) final SE-3,000' (Sheridan range) W-9,000' (Livingston range) W-4,500' (Park City FM) N-8,000' (E leg Lowtown)	None	NW	10 ml -1,600' W side NW leg 15 ml -1,600' W side NW leg 20 ml -1,600' W side NW leg 25 ml -1,600' W side NW leg	1 300	114°	2.9	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5 3.0 1.0	Turn right and climb to 2 000' on NW leg
Big Spring, Tex: Big Spring Airport el 2 695'	NE-10,000' (Princeton range) SW-3,600' (SE leg Patricia Bay) NW-2,000' (Vancouver range) E-1,000' (Abilene range) SE-4,000' (SW leg Goodfellow) W-1,000' (NW leg Midland) W-3,200' (Stanton FM) final W-5,000' (E leg Lubbock) NE-5,000' (Custer range) NE-4,500' (Nibe FM) final SE-3,000' (Sheridan range) W-9,000' (Livingston range) W-4,500' (Park City FM) N-8,000' (E leg Lowtown)	None	W	10 ml -4,000' S side W leg 15 ml -4,000' S side W leg 20 ml -4,000' S side W leg 25 ml -4,000' S side W leg	3,200	70°	3.9	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5 3.0 1.0	Climb to 4 000' on E leg
Billings, Mont: Billings Airport el 3 612'	NE-10,000' (Princeton range) SW-3,600' (SE leg Patricia Bay) NW-2,000' (Vancouver range) E-1,000' (Abilene range) SE-4,000' (SW leg Goodfellow) W-1,000' (NW leg Midland) W-3,200' (Stanton FM) final W-5,000' (E leg Lubbock) NE-5,000' (Custer range) NE-4,500' (Nibe FM) final SE-3,000' (Sheridan range) W-9,000' (Livingston range) W-4,500' (Park City FM) N-8,000' (E leg Lowtown)	None	NE	10 ml -5 000' N side NE leg 15 ml -5 000' N side NE leg 20 ml -5 000' N side NE leg 25 ml -5 000' N side NE leg	4 500'	247°	1.3	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	Climb to 5 500' on W leg; with in 10 ml
Birmingham Ala: Birmingham Airport, el 643'	NE-10,000' (Princeton range) SW-3,600' (SE leg Patricia Bay) NW-2,000' (Vancouver range) E-1,000' (Abilene range) SE-4,000' (SW leg Goodfellow) W-1,000' (NW leg Midland) W-3,200' (Stanton FM) final W-5,000' (E leg Lubbock) NE-5,000' (Custer range) NE-4,500' (Nibe FM) final SE-3,000' (Sheridan range) W-9,000' (Livingston range) W-4,500' (Park City FM) N-8,000' (E leg Lowtown)	None	N	10 ml -5 000' N side NE leg 15 ml -5 000' N side NE leg 20 ml -5 000' N side NE leg 25 ml -5 000' N side NE leg	4 500'	178°	3.0	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	(Being revised )
Bismarck, N. Dak: Bismarck Airport el 1 633'	NE-3 400' (SE leg Minot) E-3 400' (Jameson range) S-Min. en route alt W-3 800' (Dickinson range) W-3 300' (Judson FM) (No procedure approved.)	None	E	10 ml -3 400' S side E leg 15 ml -3 400' S side E leg 20 ml -3 400' S side E leg 25 ml -3 400' S side E leg	2 600'	200	2.3	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	Climb to 3 800' on W leg. All turns will be made on the S side of the leg. Tower 2 408' MSL 4 mi N 6 miles E of range (Being revised )
Blackstone Va: Blackstone AFF el 440'	NE-6 000' (Needles range) E-6 000' (N leg Gila Bend) S-5 000' (Yuma range) W-8 000' (N leg Indio) NE-Min. en route alt SE-Min. en route alt SW-2 000' (N leg Memphis) NW-2 200' (N leg Memphis) NE-Min. en route alt SE-2 000' (Burler range) SW-2 000' (Burler range) NW-2 000' (Burler range) NW-5 800' (Barata FM) NW-3 800' (Eagle FM) final	None	S	10 ml -2 000' W side S leg 15 ml -3 000' W side S leg 20 ml -4 000' W side S leg 25 ml -4 000' W side S leg	1 200'	203°	4.1	R S A T	500 500 1 000 300	2.0 3.0 2.0 1.0	500 500 1 000 300	2.0 3.0 2.0 1.0	If not contact over range, turn left and climb to 2 000' on S leg
Blythe Calif: Blythe AFF el 397'	NE-Min. en route alt SE-Min. en route alt SW-2 000' (N leg Memphis) NW-2 200' (N leg Memphis) NE-Min. en route alt SE-2 000' (Burler range) SW-2 000' (Burler range) NW-2 000' (Burler range) NW-5 800' (Barata FM) NW-3 800' (Eagle FM) final	None	NE	10 ml -1 600' N side NE leg 15 ml -1 600' N side NE leg 20 ml -1 600' N side NE leg 25 ml -1 600' N side NE leg	800'	225°	14.2	R S A T	500 500 1 000 300	1.0 1.0 3.0 1.0	500 500 1 000 300	1.0 1.0 3.0 1.0	If not contact over range, climb to 2 000' on SW leg
Boise Idaho: Boise Air Terminal el 2 833'	NE-Min. en route alt SE-Min. en route alt SW-2 000' (Burler range) NW-2 200' (Burler range) NE-Min. en route alt SE-2 000' (Burler range) SW-2 000' (Burler range) NW-5 800' (Barata FM) NW-3 800' (Eagle FM) final	None	NW	10 ml -1 600' W side NW leg 15 ml -1 600' W side NW leg 20 ml -1 600' W side NW leg 25 ml -1 600' W side NW leg	3 800'	110°	2.3	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	Turn right and climb to 4 000' on NW leg within 10 ml. High terrain 8 mi N of NW leg 10 mi S of range.
Boston Mass: Logan Airport el 12'	N-1 000' (SE leg Concord) N-800' (Peabody FM) final E-Min. en route alt SW-1 600' (N leg Providence) W-1 600' (N leg Providence)	None	N	10 ml -1 500' W side N leg 15 ml -1 500' W side N leg 20 ml -1 500' W side N leg 25 ml -1 500' W side N leg	800'	223°	1.4	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	Climb to 1 700' on SW leg



Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr leg	Procedure turn/min. at distances from radio range station	Min alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimum, landing not accomplished—
Boston, Mass.: Logan Airport, el 12—Continued Procedure No 2 -- --	N-1,500' (SE leg Concord) E-1,500' (SE leg Concord) SW-1,700' (N leg Providence), SW-1,700' (Franklin FM) final W-1,500' (N leg Providence) NE-2,200' (S leg Providence) SW-2,200' (S leg Providence) SW-2,200' (N leg Smithville) NW-2,200' (N leg Smithville) NW-Min on route alt	None	SW	10 mi -1,500' S side SW leg 15 mi -1,500' S side SW leg 20 mi -1,500' S side SW leg 25 mi -1,500' S side SW leg	1,200' over Boston LFM	Mag bear	Dist. (mi)	Cell (ft)	Vis. (mi)	Cell (ft)	Vis. (mi)	Climb to 1,000' on N leg
Bowling Green, Ky.: Bowling Green Airport el 540	N-1,500' (SE leg Concord) E-1,500' (SE leg Concord) SW-1,700' (N leg Providence), SW-1,700' (Franklin FM) final W-1,500' (N leg Providence) NE-2,200' (S leg Providence) SW-2,200' (S leg Providence) SW-2,200' (N leg Smithville) NW-2,200' (N leg Smithville) NW-Min on route alt	None	SE	10 mi -1,500' N side SE leg 15 mi -1,500' N side SE leg 20 mi -1,500' N side SE leg 25 mi -1,500' N side SE leg	1,500'	200°	3.8	800 1,000 300	1.0 3.0 1.0	800 1,000 300	1.0 3.0 1.0	Climb to 2,000' on NW leg within 25 mi (Being revised)
Bucayan, Mont.: Gallatin Field, el 4,401	(No associated airport) NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	NE	10 mi -1,500' N side NE leg 15 mi -1,500' N side NE leg 20 mi -1,500' N side NE leg 25 mi -1,500' N side NE leg	1,000'	231°	4.0	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 1,000' on SW leg
Brownsville, Tex.: International Airport el 22'	N-1,500' (SE leg Concord) E-1,500' (SE leg Concord) SW-1,700' (N leg Providence), SW-1,700' (Franklin FM) final W-1,500' (N leg Providence) NE-2,200' (S leg Providence) SW-2,200' (S leg Providence) SW-2,200' (N leg Smithville) NW-2,200' (N leg Smithville) NW-Min on route alt	None	N	10 mi -1,500' W side N leg 15 mi -1,500' W side N leg 20 mi -1,500' W side N leg 25 mi -1,500' W side N leg	700'	107°	2.3	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 1,300' on S leg within 25 mi
Buffalo, N. Y.: Buffalo Airport, el 711'	(No associated airport) NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	NE	10 mi -1,500' N side NE leg 15 mi -1,500' N side NE leg 20 mi -1,500' N side NE leg 25 mi -1,500' N side NE leg	1,200'	223°	0.0	1,000 1,000 1,000 300	1.0 3.0 3.0 1.0	1,000 1,000 1,000 300	1.0 3.0 3.0 1.0	Climb to 2,000' on SW leg
Procedure No. 1. -- --	NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	SW	10 mi -1,500' S side SW leg 15 mi -1,500' S side SW leg 20 mi -1,500' S side SW leg 25 mi -1,500' S side SW leg	1,200' over Cheektowatch LFM	227°	2.7	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 2,000' on NE leg
Burlington, Cal.: Leathred Air Terminal, el 700'	(No associated airport) NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	SW	10 mi -1,500' S side SW leg 15 mi -1,500' S side SW leg 20 mi -1,500' S side SW leg 25 mi -1,500' S side SW leg	1,200' over Cheektowatch LFM	227°	2.7	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 2,000' on NE leg
Burlington, Iowa: Burlington Airport, el 633'	NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	S	10 mi -1,500' D side S leg 15 mi -1,500' D side S leg 20 mi -1,500' D side S leg 25 mi -1,500' D side S leg	1,500'	227°	1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 2,000' on N leg
Burlington, Vt.: Burlington Airport, el 834'	NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	NW	10 mi -1,500' W side NW leg 15 mi -1,500' W side NW leg 20 mi -1,500' W side NW leg 25 mi -1,500' W side NW leg	1,100'	101°	2.8	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 4,000' on S leg
Butte, Mont.: Butte Airport, el 6,033'	NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	N	10 mi -1,500' D side N leg 15 mi -1,500' D side N leg 20 mi -1,500' D side N leg 25 mi -1,500' D side N leg	0,000'	037°	10.1	2,500 2,500 2,500 300	1.5 3.0 3.0 1.0	2,500 2,500 2,500 300	1.5 3.0 3.0 1.0	If not contact over range, climb to 10,000' on S leg within 10 mi. If no contact, climb to 10,000' on S leg within 10 mi. If no contact, climb to 10,000' on S leg within 10 mi. If no contact, climb to 10,000' on S leg within 10 mi.
Carlsbad, N. Mex.: Carlsbad Airport, el 5,270'	NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	N	10 mi -1,500' D side N leg 15 mi -1,500' D side N leg 20 mi -1,500' D side N leg 25 mi -1,500' D side N leg	0,000'	322°	3.5	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 1,000' on S leg
Casper, Wyo.: Windwell Field el 5,316	NE-2,000' (SE leg Hartford) SE-1,500' (NE leg Michel) SW-1,500' (E leg LaGuardia) NW-2,000' (NE leg Newark)	None	N	10 mi -1,500' D side N leg 15 mi -1,500' D side N leg 20 mi -1,500' D side N leg 25 mi -1,500' D side N leg	0,000'	210°	2.0	500 600 1,000 300	1.5 3.0 3.0 1.0	500 600 1,000 300	1.5 3.0 3.0 1.0	Climb to 1,000' on S leg

## RULES AND REGULATIONS

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## RULES AND REGULATIONS

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr leg	Procedure turn min. at distances from radio range station	Min. alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear	Dist. (mi.)	Day		Night		
								Cell (ft)	Vls. (mi.)	Cell (ft)	Vls. (mi.)	
Crestview, Fla: Crestview Airport el 274'	N-Min. enroute alt. E-1,400' (SE leg Dothan) (Marianna Int.) S-1,400' (Eglin range). W-1,200' (N leg Pensacola) (Molino Int.)	None	E	10 mi -1 200' N side E leg 15 mi -1 200' N side E leg 20 mi -1 200' N side E leg 25 mi -1 200' N side E leg	800	203	2.6	R S A T	500 500 500 1 300	1.5 1.5 1.5 1.0	Olimb to 1 200 on W leg	
Cross City, Fla: Cross City Airport el 42	NE-Min. enroute alt. SE-1,200' (N leg Tampa). SW-Min. enroute alt. NW-1 200' (E leg Tallahassee)	None	SE	10 mi -1,100 E side SE leg 15 mi -1,100 E side SE leg 20 mi -1 100 E side SE leg 25 mi -1 100 E side SE leg	600	315°	2.7	R S A T	500 500 500 1 300	1.5 1.5 1.5 1.0	Olimb to 1,200' on NW leg (Being revised)	
Custer, Mont: OAA Int Field el 2 808'		None	SE	10 mi -5 500 E side SE leg 15 mi -5 500 E side SE leg 20 mi -5 500 E side SE leg 25 mi -5 500 E side SE leg	4 800'	327°	3.1	R S A T	500 N/A N/A N/A	1.5 3.0 3.0 3.0	Olimb to 6,000 on N leg within 17 mi	
Out Bank, Mont: Out Bank Airport el 3 900'	E-3,000 (SE leg Medicine Hat) SE-3 500' (Great Falls range) N-3,000 (S leg Cowley). N-3,500' (Lathbridge range)	None	W	10 mi -6 000 N side W leg 15 mi -6 000 N side W leg 20 mi -6 000 N side W leg 25 mi -6 000 N side W leg	3 900	149	0.0	R S A T	2 000 N/A N/A 2 000	4.0 4.0 4.0 4.0	If not contact over range climb to 9 000 on E leg	
Daguerre, Calif: OAA Int Field, el 1 027'	N-Min. enroute alt. E-3 000' (Neces range) S-Min. enroute alt. W-3 000' (Palmdale range)	None	S	10 mi -1 700 E side S leg 15 mi -1 700 E side S leg 20 mi -1 700 E side S leg 25 mi -1 700 E side S leg	1 200	356°	2.2	R S A T	500 500 500 1 300	1.5 1.5 1.5 1.0	Olimb to 2 300 on E side of N leg	
Dallas, Tex: Love Field el 483	N-2 300 (N leg Fort Worth) N-1 700 (E leg Fort Worth) E-2 100 (NW leg Tyler) S-2 000' (Waco range). S-1 200' (Duncanville FM) final W-Min. enroute alt.	None		(Make let-down to Love Field Fly contact from Love Field to Hensley Field)								
Hensley Field el 405												
Dayton Ohio: Dayton Airport el 1 007'	N-2 100 (W leg Columbus) E-2,100 (N leg Patterson). S-2,300' (NW leg Cincinnati). W-2 400' (Indianapolis range) N-1,600 (Verona FM) final	None	W	10 mi -2 100 N side W leg 15 mi -2 400 N side W leg 20 mi -2 400 N side W leg 25 mi -2 400 N side W leg	1 500	90°	3.2	R S A T	1 000 1 000 1 000 1 000	2.0 2.0 2.0 2.0	Olimb to 2,100 on N leg. Make all turns on N side of W leg, high tank on S side	
Daytona Beach, Fla: Daytona Beach Airport el 34'	N-Min. enroute alt. E-1,200' (NE leg Orlando) W-1,200' (Orlando range)	None	W	10 mi -1 100' S side W leg 15 mi -1 200 S side W leg 20 mi -1 200 S side W leg 25 mi -1 200 S side W leg	600	101°	2.1	R S A T	500 500 500 1 300	1.5 1.5 1.5 1.0	Olimb to 1 200' on E leg	
Delta, Utah, Delta Airport el 4 765	NE-Min. enroute alt. NE-1,000' (Fairfield range) SW-9 000' (Mud range) NW-Min. enroute alt.	None	SW	10 mi -7 000 W side SW leg 15 mi -8 000 W side SW leg 20 mi -8 000 W side SW leg 25 mi -8 000 W side SW leg	6 800	7	3.0	R S A T	500 N/A N/A 1 000	3.0 3.0 3.0 2.0	Olimb to 11 000' on NE leg (Being revised)	
Denver, Colo: Stapleton Field el 5 320'	(See Windsor, Canada) N-Min. enroute alt. E-3,500' (Bismarck range) S-Min. enroute alt. W-4,000' (Windsor range).	None	N	10 mi -3 700 W side N leg. 15 mi -3 700 W side N leg. 20 mi -3 700 W side N leg. 25 mi -3 700 W side N leg.	3 200'	167°	2.1	R S A T	500 500 500 1 000	1.5 1.5 1.5 1.0	Olimb to 4,000' on S leg within 20 mi	
Detroit, Mich: Dickinson Airport el 2 637'	NE-Min. enroute alt. NE-1,000' (E leg Crestview). SW-1,400' (E leg Crestview). NW-1,600' (Maxwell range). (Make let-down to Dothan Airport. Fly contact from Dothan Airport to Napier Field.)	None	SW	10 mi -1,400 S side SW leg. 15 mi -1,400 S side SW leg. 20 mi -1,400 S side SW leg. 25 mi -1,400 S side SW leg.	500'	47°	3.7	R S A T	500 500 500 1 000	1.5 1.5 1.5 1.0	Olimb to 1,500' on NE leg within 25 mi	
Des Moines Iowa: Des Moines Airport el 637'	(Make let-down to Stapleton Field Fly contact from Stapleton Field to Lowry Field.) N-2,500' (SW leg La Crosse) E-2,200' (N leg Burlington). S-2,500' (NW leg Kirksville). W-2,500' (Omaha range) S-1 600' (Indianola FM) final	None	S	10 mi -2 000 E side S leg 15 mi -2 500 E side S leg 20 mi -2 500 E side S leg 25 mi -2 500 E side S leg.	1 000'	314°	2.2	R S A T	500 500 500 1 000	1.5 1.5 1.5 1.0	If not contact over range climb to 2,500' on N leg. If procedure turn accomplished beyond 10 mi alt. inbound to Indianola FM is 1 800'	
Dillon, Mont: OAA Int. Field el 5,233'	(See Windsor, Canada) N-Min. enroute alt. NE-1,000' (E leg Crestview). SW-1,400' (E leg Crestview). NW-1,600' (Maxwell range). (Make let-down to Dothan Airport. Fly contact from Dothan Airport to Napier Field.)	None	NE	10 mi -3 700 W side N leg. 15 mi -3 700 W side N leg. 20 mi -3 700 W side N leg. 25 mi -3 700 W side N leg.	7,210'	167°	2.0	R S A T	500 500 500 1 000	1.5 1.5 1.5 1.0	Turn left and climb to 11,000' on NE leg within 25 mi	
Donner Summit, Calif: Dothan, Ala: Dothan Airport, el 320'	NE-Min. enroute alt. SE-1,400' (E leg Crestview). SW-1,400' (E leg Crestview). NW-1,600' (Maxwell range). (Make let-down to Dothan Airport. Fly contact from Dothan Airport to Napier Field.)	None	SW	10 mi -1,400 S side SW leg. 15 mi -1,400 S side SW leg. 20 mi -1,400 S side SW leg. 25 mi -1,400 S side SW leg.	500'	47°	3.7	R S A T	500 500 500 1 000	1.5 1.5 1.5 1.0	Olimb to 1,500' on NE leg within 25 mi	
Napier Field, el 337'												

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## RULES AND REGULATIONS

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Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distance from radio range station	Min. alt. over range final appr.	Station to airport				Ceiling and visibility minimums				If visual contact not established over airport, authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Cell (ft.)	Vls. (mi.)	Cell (ft.)	Vls. (mi.)	Cell (ft.)	Vls. (mi.)	
Fresno, Calif.: Fresno Chandler Airport, el 280'	NE—Min. enroute alt. ----- SE—2,000' (Bakersfield range) SW—Min. enroute alt. ----- W—9,000' (NE leg Salinas). W—2,000' (Los Banos FM). (Make left-down to Fresno-Chandler Field) (No associated airport.) NW—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	On W or SW legs to 2,000' within 25 mi	SE	10 mi—1,000' W side SE leg 15 mi—1,000' W side SE leg 20 mi—1,000' W side SE leg	800'	23°	0 0	600 800 300	2 0 2 0 1 0	600 800 300	2 0 2 0 1 0	600 800 300	2 0 2 0 1 0	Climb to 2,000' on W leg within 25 mi
Front Royal, Va. Gage Olin : Gage Airport el 2,223'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	NE	10 mi—3,000' N side NE leg. 15 mi—3,000' N side NE leg. 20 mi—3,000' N side NE leg.	3,100'	224°	2 1	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 4,700' on SW leg
Galveston Tex : Galveston Airport, el 7'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	NW	10 mi—3,000' N side NE leg. 15 mi—3,000' N side NE leg. 20 mi—3,000' N side NE leg.	300'	123°	4 2	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 1,300 on SE leg
Garden City, Kans.: Garden City AFE, el 2,801'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	N	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	3,200'	132°	7 3	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Make 40° right turn and climb to 4,000' on S leg within 25 mi
Garden City Airport: el 2,811'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	N	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	3 500	103°	3 7	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 4,000 on S leg within 25 mi
Gila Bend Ariz : Gila Bend AFE, el 833'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	W	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,000'	103°	4 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	If not contact over range, climb to 5,000 on E leg
Glenview, Ill : Glenview NAS, el 634'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	NW	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,400	140°	3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Turn left and climb to 2,000 on NW leg within 25 mi
Glynn, Ga. Glynn County Airport, KY: Goliad Field, el 740'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	N	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,500'	172°	3 1	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 2,000' on S leg
Gladysville, Va : CAA Int Field, el 427'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	NE	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,000	133°	2 5	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	If not contact over range, climb to 2,000 on SE leg 1,500 terrain 5 mi NW
Goshen, Ind : Goshen Airport, el 827'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	W	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,000	09°	2 7	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 2,000' on E leg
Grand Forks, N. D : Grand Forks Airport, el 837'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	S	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,500	223°	3 4	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 2,100' on N leg
Grand Island, Nebr.: Grand Island AFE, el 1,915'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	N	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	2,400'	103°	1 3	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 3,000' on S leg within 25 mi
Grand Marais, Mich.: Grand Marais Airport, el 840'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	W	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,700	110°	2 3	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 2,000' on E leg
Grand Rapids, Mich : Kent Co Airport, el 511'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	SE	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,000	203°	2 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 1,000' on NW leg
Great Falls, Mont.: Great Falls Mun Airport el 3,663'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	---	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	---	17°	1 6	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	(Being revised)
Great Falls AFE, el 3,453'--- Greensboro, N. C.: Greensboro High Point Airport el 902'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	NE	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	1,100'	241°	1 5	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	Climb to 2,000 on SW leg
Greenville, S. C : Greenville Airport, el 1,015'	NE—Min. enroute alt. ----- SE—2,000' (S leg Hutchinson range) SW—2,000' (W leg Olanthos range). NW—1,000' (Amador range). SW—Min. enroute alt. ----- NW—Min. enroute alt. ----- SW—Min. enroute alt. ----- NW—1,300' (Houston range)	None	---	10 mi—4,000' W side N leg 15 mi—4,000' W side N leg 20 mi—4,000' W side N leg	---	2°	1 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	600 1,000 300	1 5 1 0 3 0	(Being revised)

## RULES AND REGULATIONS

[illegible]

[illegible]

## RULES AND REGULATIONS

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr leg	Procedure turn min. at distances from radio range station	Min alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, if landing not accomplished—
						Mag bear	Dist (mi.)	Day		Night		
								Cell (ft)	Vls (mi)	Cell (ft)	Vls (mi)	
Kirksville Mo : Kirksville Airport, el 970'	NE—2,000' (Burlington range) SE—Min. on route alt. SW—2,300' (Kansas City range) NW—2,500' (S leg Des Moines) NE—10,000' (Redmond range) E—Min. on route alt. S—10,000' (Whitmore range) W—10,000' (S leg Medford)	None	SE	10 mi—2,100' E side SE leg 15 mi—2,400' E side SE leg 20 mi—2,600' E side SE leg 25 mi—2,800' E side SE leg 15 mi—NA 25 mi—NA	1 600	320°	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 2 500 on NW course	
Klamath Falls, Oreg.: Klamath Falls Airport el 4 085'	NE—5 000' (Tri-City range) NE—4 000' (Piedmont FM) S—Min. on route alt. S—3 500' (Tallasse FM) W—4 500' (Smithville range) W—3 000' (Kingson Int) N—Min on route alt	None	N	10 mi—3 000' E side N leg 15 mi—3 000' E side N leg 20 mi—3 000' E side N leg 25 mi—3 000' E side N leg	2 000	102	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Turn left and climb to 10 000 on S crs within 15 mi. of 8 000 terrain on S leg 20 mi. out. 6 300' terrain 5 mi E of S leg within 10 mi. Turn right and climb to 4 000 on W course within 25 mi	
La Crosse, Wis.: La Crosse Airport el 533	NE—Min enroute alt. .... SE—2 500' (Jono Rock range) SW—2 500' (S leg Rochester) NW—2 500' (E leg Rochester) NE—Min enroute alt. .... SE—2 500' (Jono Rock range) SW—2 500' (S leg Rochester) NW—2 500' (E leg Rochester) NE—1 000' (S leg Green) SW—1 500' (Indianapolis range) NW—1 500' (E leg Channah) NW—1 500' (NE leg Channah)	None	NW	10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg 10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg 10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg	1 800	133°	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 2 500 on SE leg	
CAA Int Field el 687'	NE—Min enroute alt. .... SE—2 500' (Jono Rock range) SW—2 500' (S leg Rochester) NW—2 500' (E leg Rochester) NE—Min enroute alt. .... SE—2 500' (Jono Rock range) SW—2 500' (S leg Rochester) NW—2 500' (E leg Rochester) NE—1 000' (S leg Green) SW—1 500' (Indianapolis range) NW—1 500' (E leg Channah) NW—1 500' (NE leg Channah)	None	NW	10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg 10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg 10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg	1 800	127	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 2 500 on SE leg	
Lafayette Ind.: Purdue University Airport el 605'	NE—Min enroute alt. .... SE—2 500' (Jono Rock range) SW—2 500' (S leg Rochester) NW—2 500' (E leg Rochester) NE—Min enroute alt. .... SE—2 500' (Jono Rock range) SW—2 500' (S leg Rochester) NW—2 500' (E leg Rochester) NE—1 000' (S leg Green) SW—1 500' (Indianapolis range) NW—1 500' (E leg Channah) NW—1 500' (NE leg Channah)	None	SW	10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg 10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg 10 mi—2 500' W side NW leg 15 mi—2 500' W side NW leg 20 mi—2 500' W side NW leg 25 mi—2 500' W side NW leg	1 300	50°	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 1 900 on NE leg, 900' stacks 1.5 mi NE of arpt (Being revised)	
La Junta, Colo.: La Junta AFF el 238'	NE—1 200' (Shreveport range) NE—1 200' (SW leg Alexandria) E—1 500' (New Orleans range) S—Min. enroute alt. E—1 200' (SW leg Baton Rouge) W—1 200' (Beaumont range) (No procedure approved) NE—1 500' (SW leg Patuxent River) E—1 250' (NE leg Norfolk) S—1 500' (SW leg Norfolk) W—1 250' (SE leg Richmond) W—750' (NW leg Norfolk) final E—2 200' (W leg Romulus) SE—2 200' (W leg Romulus) W—2 200' (Grand Rapids range) NW—2 200' (NE leg Grand Rapids) NE—10 500' (N leg Cheyenne) SE—11 500' (N leg Denver) SW—Min. enroute alt. NW—12 000' (Sineclair range) NW—10 500' (Two Rivers Int) NE—2 600' (San Antonio range) SE—2 000' (W leg Brownsville) SW—Min. enroute alt. NW—Min. enroute alt	None	S	10 mi—1 200' E side S leg 15 mi—1 200' E side S leg 20 mi—1 200' E side S leg 25 mi—1 200' E side S leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg	800	340	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 1 300' on N course within 25 mi	
Lakehurst, N J.: Langley Field el 10'	NE—1 200' (Shreveport range) NE—1 200' (SW leg Alexandria) E—1 500' (New Orleans range) S—Min. enroute alt. E—1 200' (SW leg Baton Rouge) W—1 200' (Beaumont range) (No procedure approved) NE—1 500' (SW leg Patuxent River) E—1 250' (NE leg Norfolk) S—1 500' (SW leg Norfolk) W—1 250' (SE leg Richmond) W—750' (NW leg Norfolk) final E—2 200' (W leg Romulus) SE—2 200' (W leg Romulus) W—2 200' (Grand Rapids range) NW—2 200' (NE leg Grand Rapids) NE—10 500' (N leg Cheyenne) SE—11 500' (N leg Denver) SW—Min. enroute alt. NW—12 000' (Sineclair range) NW—10 500' (Two Rivers Int) NE—2 600' (San Antonio range) SE—2 000' (W leg Brownsville) SW—Min. enroute alt. NW—Min. enroute alt	None	W	10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg 10 mi—1 250' S side W leg 15 mi—1 250' S side W leg 20 mi—1 250' S side W leg 25 mi—1 250' S side W leg	700'	103°	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 1 250 on N side E leg	
Lansing, Mich.: Capitol City Airport el 857'	NE—2 200' (W leg Romulus) SE—2 200' (W leg Romulus) W—2 200' (Grand Rapids range) NW—2 200' (NE leg Grand Rapids) NE—10 500' (N leg Cheyenne) SE—11 500' (N leg Denver) SW—Min. enroute alt. NW—12 000' (Sineclair range) NW—10 500' (Two Rivers Int) NE—2 600' (San Antonio range) SE—2 000' (W leg Brownsville) SW—Min. enroute alt. NW—Min. enroute alt	None	E	10 mi—2 200' N side E leg 15 mi—2 200' N side E leg 20 mi—2 200' N side E leg 25 mi—2 200' N side E leg 10 mi—3 500' E side NW leg 15 mi—10 500' E side NW leg 20 mi—10 500' E side NW leg 25 mi—10 500' E side NW leg 10 mi—1 700' N side NW leg 15 mi—1 700' N side NW leg 20 mi—1 700' N side NW leg 25 mi—1 700' N side NW leg 10 mi—1 700' W side NW leg 15 mi—1 700' W side NW leg 20 mi—1 700' W side NW leg 25 mi—1 700' W side NW leg 10 mi—1 700' W side NW leg 15 mi—1 700' W side NW leg 20 mi—1 700' W side NW leg 25 mi—1 700' W side NW leg	1 700'	280°	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 2 200' on W leg	
Laramie, Wyo.: Brcs Field el 7 270'	NE—2 200' (W leg Romulus) SE—2 200' (W leg Romulus) W—2 200' (Grand Rapids range) NW—2 200' (NE leg Grand Rapids) NE—10 500' (N leg Cheyenne) SE—11 500' (N leg Denver) SW—Min. enroute alt. NW—12 000' (Sineclair range) NW—10 500' (Two Rivers Int) NE—2 600' (San Antonio range) SE—2 000' (W leg Brownsville) SW—Min. enroute alt. NW—Min. enroute alt	None	NW	10 mi—1 000' E side NW leg 15 mi—1 000' E side NW leg 20 mi—1 000' E side NW leg 25 mi—1 000' E side NW leg 10 mi—1 000' E side NW leg 15 mi—1 000' E side NW leg 20 mi—1 000' E side NW leg 25 mi—1 000' E side NW leg 10 mi—1 000' E side NW leg 15 mi—1 000' E side NW leg 20 mi—1 000' E side NW leg 25 mi—1 000' E side NW leg 10 mi—1 000' E side NW leg 15 mi—1 000' E side NW leg 20 mi—1 000' E side NW leg 25 mi—1 000' E side NW leg 10 mi—1 000' E side NW leg 15 mi—1 000' E side NW leg 20 mi—1 000' E side NW leg 25 mi—1 000' E side NW leg	8 000'	137°	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	2.2	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 11 500 on SE course
Laredo Tex.: Laredo Airport el 612'	NE—2 200' (W leg Romulus) SE—2 200' (W leg Romulus) W—2 200' (Grand Rapids range) NW—2 200' (NE leg Grand Rapids) NE—10 500' (N leg Cheyenne) SE—11 500' (N leg Denver) SW—Min. enroute alt. NW—12 000' (Sineclair range) NW—10 500' (Two Rivers Int) NE—2 600' (San Antonio range) SE—2 000' (W leg Brownsville) SW—Min. enroute alt. NW—Min. enroute alt	None	NW	10 mi—1 700' W side NW leg 15 mi—1 700' W side NW leg 20 mi—1 700' W side NW leg 25 mi—1 700' W side NW leg 10 mi—1 700' W side NW leg 15 mi—1 700' W side NW leg 20 mi—1 700' W side NW leg 25 mi—1 700' W side NW leg 10 mi—1 700' W side NW leg 15 mi—1 700' W side NW leg 20 mi—1 700' W side NW leg 25 mi—1 700' W side NW leg 10 mi—1 700' W side NW leg 15 mi—1 700' W side NW leg 20 mi—1 700' W side NW leg 25 mi—1 700' W side NW leg 10 mi—1 700' W side NW leg 15 mi—1 700' W side NW leg 20 mi—1 700' W side NW leg 25 mi—1 700' W side NW leg	1 200'	137°	R S A T	500 NA 1 000 1 000 1 800 NA 1 800	3.1	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 2 000' on SE leg
Las Vegas, Nev.: Las Vegas AFF el 1 899'	NE—3 500' (Enterprise range) SE—3 500' (Enterprise range) SW—3 500' (Enterprise range) NW—3 500' (Enterprise range) NE—3 500' (Enterprise range) SE—3 500' (Enterprise range) SW—3 500' (Enterprise range) NW—3 500' (Enterprise range) NE—3 500' (Enterprise range) SE—3 500' (Enterprise range) SW—3 500' (Enterprise range) NW—3 500' (Enterprise range) NE—3 500' (Enterprise range) SE—3 500' (Enterprise range) SW—3 500' (Enterprise range) NW—3 500' (Enterprise range) NE—3 500' (Enterprise range) SE—3 500' (Enterprise range) SW—3 500' (Enterprise range) NW—3 500' (Enterprise range)	On NE and SW legs to 7 400' within 20 mi	SW	10 mi—3 000' S side SW leg 15 mi—3 000' S side SW leg 20 mi—3 000' S side SW leg 25 mi—3 000' S side SW leg 10 mi—3 000' S side SW leg 15 mi—3 000' S side SW leg 20 mi—3 000' S side SW leg 25 mi—3 000' S side SW leg 10 mi—3 000' S side SW leg 15 mi—3 000' S side SW leg 20 mi—3 000' S side SW leg 25 mi—3 000' S side SW leg 10 mi—3 000' S side SW leg 15 mi—3 000' S side SW leg 20 mi—3 000' S side SW leg 25 mi—3 000' S side SW leg 10 mi—3 000' S side SW leg 15 mi—3 000' S side SW leg 20 mi—3 000' S side SW leg 25 mi—3 000' S side SW leg	3 400	34°	R S A T	1 500 NA 1 600 1 600 1 800 NA 1 800	1.9	2.0 NA 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	2.0 NA 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	Olimb to 9 500' on NE leg (Being revised)
Sky Haven Airport, el. 2 200': Las Vegas, N. Mex.: Las Vegas Airport, el. 6 887'	NE—Min. enroute alt. .... SE—No approach—Danger area. SW—2 600' (N leg Dobson) NW—2 600' (E leg Maxwell) NE—2 600' (SE leg Topeka) SE—2 600' (SW leg Topeka) SW—2 600' (W leg Topeka) NW—2 600' (NW leg Topeka) NE—2 600' (NE leg Topeka) SE—2 600' (SE leg Topeka) SW—2 600' (SW leg Topeka) NW—2 600' (NW leg Topeka)	None	SW	10 mi—1 700' E side SW leg 15 mi—1 700' E side SW leg 20 mi—1 700' E side SW leg 25 mi—1 700' E side SW leg 10 mi—1 700' E side SW leg 15 mi—1 700' E side SW leg 20 mi—1 700' E side SW leg 25 mi—1 700' E side SW leg 10 mi—1 700' E side SW leg 15 mi—1 700' E side SW leg 20 mi—1 700' E side SW leg 25 mi—1 700' E side SW leg 10 mi—1 700' E side SW leg 15 mi—1 700' E side SW leg 20 mi—1 700' E side SW leg 25 mi—1 700' E side SW leg 10 mi—1 700' E side SW leg 15 mi—1 700' E side SW leg 20 mi—1 700' E side SW leg 25 mi—1 700' E side SW leg	1 600	21	R S A T	800 NA 1 000 1 000 1 800 NA 1 800	3.3	1.5 NA 3.0 3.0 1.5 2.0 2.0	1.5 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 2 000 on NE leg. Make all turns on NE leg on W side of leg—danger area in E quadrant. Climb to 2 500' on NW leg.
Lubbock, Kans.: CAA Int Field el 1 100'	NE—Min. enroute alt. .... SE—No approach—Danger area. SW—2 600' (N leg Dobson) NW—2 600' (E leg Maxwell) NE—2 600' (SE leg Topeka) SE—2 600' (SW leg Topeka) SW—2 600' (W leg Topeka) NW—2 600' (NW leg Topeka) NE—2 600' (NE leg Topeka) SE—2 600' (SE leg Topeka) SW—2 600' (SW leg Topeka) NW—2 600' (NW leg Topeka)	None	SE	10 mi—2 500' E side SE leg 15 mi—2 500' E side SE leg 20 mi—2 500' E side SE leg 25 mi—2 500' E side SE leg 10 mi—2 500' E side SE leg 15 mi—2 500' E side SE leg 20 mi—2 500' E side SE leg 25 mi—2 500' E side SE leg 10 mi—2 500' E side SE leg 15 mi—2 500' E side SE leg 20 mi—2 500' E side SE leg 25 mi—2 500' E side SE leg 10 mi—2 500' E side SE leg 15 mi—2 500' E side SE leg 20 mi—2 500' E side SE leg 25 mi—2 500' E side SE leg 10 mi—2 500' E side SE leg 15 mi—2 500' E side SE leg 20 mi—2 500' E side SE leg 25 mi—2 500' E side SE leg	1 700'	335°	R S A T	1 000 NA 1 100 1 100 1 300 NA 1 300	0.0	3.0 NA 3.0 3.0 1.5 2.0 2.0	3.0 NA 3.0 3.0 1.5 2.0 2.0	Olimb to 2 500' on NW leg.

Station	Min. initial appr alt. from the direction and radio fix indicated	Shuttle	Final leg	Procedure turn min. at distances from radio range station	Min alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing min alt., or if landing not accomplished—
						Mag bear	Dist. (mi.)	Day	Night	Cell (ft)	Vls. (mi)	
Lowistown Mont : Lowistown Airport, el 4 177'	NE—Min. enroute alt. 3,000' (N leg Billings) SW—Min. enroute alt. 3,000' (W leg Billings) W—9,000' (Great Falls range). W—6,000' (Stanford FM), final E—2,600' (W leg Omaha). SE—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	W	10 mi —0 000 S side W leg 16 mi —0 000 S side W leg 20 mi —0 000 S side W leg 25 mi —0 000 S side W leg	5 000'	00°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Turn right and climb to 5,000' on W leg within 25 mi	
Lincoln, Nobr : Lincoln Airport, el 1 101'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	N	10 mi —2 600' W side N leg 16 mi —2 600' W side N leg 20 mi —2 600' W side N leg 25 mi —2 600' W side N leg	1 000'	170°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Olimb to 2,600' on S course within 25 mi	
Little Rock Ark : Adams Field, el 260'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	SE	10 mi —1 300 E side SE leg 16 mi —1 300 E side SE leg 20 mi —1 300 E side SE leg 25 mi —1 300 E side SE leg	800'	313	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Olimb to 2,100' on NW leg within 25 mi.	
Livingston, Mont. : Adams Field, el 714'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	W	10 mi —2 300' S side W leg 16 mi —2 300' S side W leg 20 mi —2 300' S side W leg 25 mi —2 300' S side W leg	2 014'	93°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Olimb to 2,600' on E leg	
Long Beach, Calif. : Long Beach Airport el 101'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Long Beach Airport				293°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	(Being revised)	
Los Alamitos NAAAS, el 27'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Long Beach Airport				244°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	(Being revised)	
Compton Central Airport, el 169'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Los Angeles Airport				233°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W leg 1,400 ft on N side E leg, 12 mi from range.	
Culver City Airport, el 22'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Los Angeles Airport to Culver City Airport.				233°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W course	
Gardena Valley Airport, el 25'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Los Angeles Airport to Gardena Valley Airport.				233°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W course	
Hawthorne Airport, el 64'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Los Angeles Airport to Hawthorne Airport.				233°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W course	
Santa Monica Airport, el 175'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Los Angeles Airport to Santa Monica Airport.				233°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W course	
Van Nuys Metropolitan Airport, el 800'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Los Angeles Airport to Van Nuys Metropolitan Airport.				1 400'	233°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W course
Lebanon, Ky. : Bowman Field, el 246'	NE—Min. enroute alt. 3,000' (N leg Billings) SW—Min. enroute alt. 3,000' (W leg Billings) W—9,000' (Great Falls range). W—6,000' (Stanford FM), final E—2,600' (W leg Omaha). SE—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	E	10 mi —1 000' S side E leg 15 mi —2 600' S side E leg 20 mi —2 600' S side E leg 25 mi —2 600' S side E leg	1 400'	233°	1.4	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W course
Standford Field, el 450'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	E	10 mi —1 000' S side E leg 15 mi —2 600' S side E leg 20 mi —2 600' S side E leg 25 mi —2 600' S side E leg	1,400'	210°	0.2	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 2,600' on W course
Lubbock, Tex. : Lubbock AFB, el 3335'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	N	10 mi —1 400' W side N leg 15 mi —1 400' W side N leg 20 mi —1 400' W side N leg 25 mi —1 400' W side N leg	4,100'	173°	3.7	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 4,400' on S leg with in 25 mi
Commercial Airport, el 3240'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Lubbock AFB to Commercial Airport.				6,000'	153°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	If not contact over range, climb to 3,600' on S leg within 16 mi. Shuttle turns on S side E leg.
Lubbock Mun. Airport, el 3235'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	Fly contact from Lubbock AFB to Lubbock Mun. Airport.				6,000'	153°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	If not contact over range, climb to 3,600' on S leg within 16 mi. Shuttle turns on S side E leg.
Lucin, Utah : OAA Int Field, el 4 414'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	On E leg to 8,000' within 16 mi.				6,000'	153°	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	If not contact over range, climb to 3,600' on S leg within 16 mi. Shuttle turns on S side E leg.
Lynchburg, Va. : Preston Glenn Airport, el 635'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	N	10 mi —1 400' W side N leg 15 mi —1 400' W side N leg 20 mi —1 400' W side N leg 25 mi —1 400' W side N leg	4,100'	103°	1.0	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	Climb to 4,400' on S leg with in 25 mi
McChord (Tacoma), Wash : McChord Field, el 256'	NE—Min. enroute alt. W—2,600' (SE leg Omaha) S—Min. enroute alt. W—2,200' (Grand Island range). NE—1,600' (Walnut Ridge range) SE—1,300' (SW leg Memphis) SE—800' (Kco FM), final. SW—1,700' (NE leg Tuxaranna) NW—3,800' (Tuxaranna range) (No procedure approved) E—Min. enroute alt. 3,000' (E leg Madison) SE—2,800' (SW leg Madison) S—Min. enroute alt. W—Min. enroute alt. NW—2,600' (La Orosco range)	None	R	10 mi —1 400' W side N leg 15 mi —1 400' W side N leg 20 mi —1 400' W side N leg 25 mi —1 400' W side N leg	4,100'	20°	1.7	R S T	800 NA 1 000 300	2 0 3 0 1 000 300	2 0 3 0 1 000 300	(Being revised.)

## RULES AND REGULATIONS

Station	Min. initial appr. alt. from the direction and radio alt. indicated	Shuttle	Final appr leg	Procedure turn min. at distances from radio range station	Mfn. alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established, authorized instrument approach may be used, or if landing not accomplished—	
						Mag bear	Dist (mi)	Day		Night			
								Cell (ft)	Vis (mi)	Cell (ft)	Vis. (mi)		
Macon, Ga.: Smart Airport el 463	NE—Min. on route alt. SE—1,000' (Albany range) SW—1,000' (Albany range) NW—2,200' (Albany range) (Make let-down to Smart Airport) (Make let-down to Smart Airport)	None	NE	10 mi—1,500' N side NE leg 15 mi—1,500' N side NE leg 20 mi—1,500' N side NE leg 25 mi—1,500' N side NE leg	1 000	240°	4.8	R S A T	600 1 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.5	Climb to 2,000' on SW course within 25 mi
Cochran Field, el 354--Robins Field, el 265--Madison, Wis.: Madison Airport el 863	NE—Min. enroute alt. SE—2,500' (Milwaukee range) SW—2,400' (NTV leg (Rockford)) NW—2,800' (Lone Rock range) NW—Min. enroute alt. (Make let-down to Madison Airport) (No procedure approved)	None	SE	10 mi—2,000' E side SE leg 15 mi—2,000' E side SE leg 20 mi—2,100' E side SE leg 25 mi—2,100' E side SE leg	1 700	314°	2.0	R S A T	500 500 1 000 300	1.5 3.0 1.0	500 500 1 000 300	1.5 1.5	Climb to 2 500' on NW leg
Jackson Seaplane Base el 840--Marshall City, Idaho.: Kansas: Marshall Field, el 1,062--Martinsburg, W. Va.: Martinsburg Airport el 550	NE—3,500' (S leg Phillipsburg) SE—3,000' (Baltimore range) SW—3,000' (Front Royal range) NW—1,000' (S leg Altoona)	None	SW	10 mi—2,500' E side SW leg 15 mi—2,500' E side SW leg 20 mi—2,500' E side SW leg 25 mi—2,500' E side SW leg	1 500	35°	2.0	R S A T	500 NA 1 000 300	1.5 3.0 1.0	500 500 1 000 300	1.5 1.5	Climb to 3 500' on NE leg
Maxwell (Montgomery), Ala.: Dannelly Field, el 210--Procedure No. 2--Medford, Ore.: Medford Airport, el 1 320	NE—1,200' (SE leg Orlando) SE—Min. enroute alt. SW—1,200' (N leg W. Palm Beach) NW—1,500' (Jacks Creek range) SE—1,300' (Greenwood range) SW—800' (Nesbitt FM) final. SW—1,600' (SE leg Little Rock) NW—1,800' (Advance range) NE—2,000' (Birmingham range) SW—Min. enroute alt. NW—1,800' (Jackson range) SE—Min. enroute alt. NW—Min. on route alt. SE—300' (Miami Bay Shore FM) final. SW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach)	None	N	10 mi—1,200' W side N leg 15 mi—1,200' W side N leg 20 mi—1,200' W side N leg 25 mi—1,200' W side N leg	800	153°	2.4	R S A T	1 000 1 000 300 1 000 300	2.0 1.0 1.0 1.0	1 000 1 000 300 1 000 300	2.0 3.0	Climb to 1 200' on S leg
Memphis Tenn.: Memphis Airport, el 263	NE—1,500' (Jacks Creek range) SE—1,300' (Greenwood range) SW—800' (Nesbitt FM) final. SW—1,600' (SE leg Little Rock) NW—1,800' (Advance range) NE—2,000' (Birmingham range) SW—Min. enroute alt. NW—1,800' (Jackson range) SE—Min. enroute alt. NW—Min. on route alt. SE—300' (Miami Bay Shore FM) final. SW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach)	None	S	10 mi—1,300' E side S leg 15 mi—1,300' E side S leg 20 mi—1,300' E side S leg 25 mi—1,300' E side S leg	800	350°	2.1	R S A T	500 500 1 000 300	1.5 1.0 1.0 1.0	500 500 1 000 300	1.5 3.0	Climb to 1 800' on N leg
Meridian Miss.: Koy Field el 237	NE—1,200' (SE leg Orlando) SE—Min. enroute alt. SW—1,200' (N leg W. Palm Beach) NW—1,500' (Jacks Creek range) SE—1,300' (Greenwood range) SW—800' (Nesbitt FM) final. SW—1,600' (SE leg Little Rock) NW—1,800' (Advance range) NE—2,000' (Birmingham range) SW—Min. enroute alt. NW—1,800' (Jackson range) SE—Min. enroute alt. NW—Min. on route alt. SE—300' (Miami Bay Shore FM) final. SW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach)	None	N	10 mi—1,500' W side N leg 15 mi—1,500' W side N leg 20 mi—1,500' W side N leg 25 mi—1,500' W side N leg	1 000	154°	2.8	R S A T	500 500 1 000 300	1.5 1.0 1.0 1.0	500 500 1 000 300	1.5 1.5	Climb to 2,000' on S leg within 25 mi
Miami Fla.: Miami International AFF el 9	NE—1,200' (SE leg Orlando) SE—Min. enroute alt. SW—1,200' (N leg W. Palm Beach) NW—1,500' (Jacks Creek range) SE—1,300' (Greenwood range) SW—800' (Nesbitt FM) final. SW—1,600' (SE leg Little Rock) NW—1,800' (Advance range) NE—2,000' (Birmingham range) SW—Min. enroute alt. NW—1,800' (Jackson range) SE—Min. enroute alt. NW—Min. on route alt. SE—300' (Miami Bay Shore FM) final. SW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach)	None	E	10 mi—1,400' N side E leg 15 mi—1,400' N side E leg 20 mi—1,400' N side E leg 25 mi—1,400' N side E leg	800	270°	2.3	R S A T	500 500 1 000 300	1.5 1.0 1.0 1.0	500 500 1 000 300	1.5 1.0	Climb to 1,600' on W leg 370' bldgs S side E leg within 3 mi
Midland, Tex.: Midland Air Terminal el 2 857	NE—1,200' (SE leg Orlando) SE—Min. enroute alt. SW—1,200' (N leg W. Palm Beach) NW—1,500' (Jacks Creek range) SE—1,300' (Greenwood range) SW—800' (Nesbitt FM) final. SW—1,600' (SE leg Little Rock) NW—1,800' (Advance range) NE—2,000' (Birmingham range) SW—Min. enroute alt. NW—1,800' (Jackson range) SE—Min. enroute alt. NW—Min. on route alt. SE—300' (Miami Bay Shore FM) final. SW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach) NW—1,500' (SE leg W. Palm Beach)	None	SW	10 mi—1,400' S side SW leg 15 mi—1,400' S side SW leg 20 mi—1,400' S side SW leg 25 mi—1,400' S side SW leg	3 000	43°	3.8	R S A T	1 000 1 000 300 1 000 300	1.0 3.0 1.0 1.0	1 000 1 000 300 1 000 300	1.0 3.0	Climb to 4,300' on NE leg 2,891' tanks within aprt. bndry, 3,300' twr on NE leg 40 mi out. (Being revised.)
Millford, Utah: Millford Airport el 5 601	NE—3,000' (Delta range) SE—Min. on route alt. SW—3,000' (SE leg Enterprise) NW—Min. enroute alt	On SW leg to 8,200' within 25 mi	SW	10 mi—8 000' W side SW leg 15 mi—8 000' W side SW leg 20 mi—8 500' W side SW leg 25 mi—8 500' W side SW leg	9 100	20	1.0	R S A T	1 000 1 000 300 NA 1 000 300	1.0 4.0 4.0 1.0	1 000 1 000 300 1 000 300	1.0 1.0	If not etc over range, turn left and climb to 8,000' on SW leg within 25 mi. High terrain E and W of airport. Climb to 2 000' on S leg
Millhooket, Maine: Millhooket Airport el 491	N—3 500' (W leg Houlton) SE—2,000' (S leg Houlton). NW—2,000' (N leg Bangor). NW—2,000' (NW leg Bangor). NE—Min. on route alt. SE—Min. on route alt. NW—Min. enroute alt.	None	E	10 mi—1,800' N side E leg 15 mi—2,000' N side E leg 20 mi—2,000' N side E leg 25 mi—2,000' N side E leg	1 300	232°	4.6	R S A T	800 800 200 1 000 300	2.0 2.0 2.0 2.0	800 800 200 1 000 300	2.0 2.0	Climb to 1,500' on SE leg within 25 mi
Millville N J.: Millville Airport el 63	NE—1,500' (W leg Baltimore) NW—1,500' (W leg Baltimore) NW—Min. enroute alt. SE—1,500' (S leg Chicago) NW—2,000' (Keweenaw FM) final. NW—2,000' (Keweenaw FM) final. NW—2,000' (Keweenaw FM) final. NW—2,000' (Keweenaw FM) final	None	NW	10 mi—1,500' W side NW leg 15 mi—1,500' W side NW leg 20 mi—1,500' W side NW leg 25 mi—1,500' W side NW leg	800	144	4.2	R S A T	1 000 1 000 300 1 000 300	1.5 1.5 1.5 1.5	1 000 1 000 300 1 000 300	1.5 1.5	Climb to 2,000' on N leg within 25 mi
Millwaukee, Wis.: General Mitchell Airport el 1 67	NE—1,500' (W leg Baltimore) NW—1,500' (W leg Baltimore) NW—Min. enroute alt. SE—1,500' (S leg Chicago) NW—2,000' (Keweenaw FM) final. NW—2,000' (Keweenaw FM) final. NW—2,000' (Keweenaw FM) final. NW—2,000' (Keweenaw FM) final	None	S	10 mi—1,500' E side S leg 15 mi—1,500' E side S leg 20 mi—1,500' E side S leg 25 mi—1,500' E side S leg	1 300	332°	2.5	R S A T	1 000 1 000 300 1 000 300	1.5 1.5 1.5 1.5	1 000 1 000 300 1 000 300	1.5 1.5	Climb to 2,000' on N leg within 25 mi



[illegible]

Station	Mfn. alt. over range final appr	Station to airport	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—		
			Mag. bear.	Dist. (mi)	Day			Night	
					Cell. (ft)	Vis. (mi)		Cell. (ft)	Vis. (mi)
Nashville Tenn.: Berry Field el. 606'	NE-2,600' (NW leg Smithville), NE-1,200' (Mt. Juliet FM), final, SE-2,600' (SW leg Smithville), SE-2,600' (Walker Hill FM), SW-2,600' (Jacks Creek range), NW-2,000' (SW leg Bowling Green), NE-Min. enroute alt., SE-1,400' (N leg Richmond), SW-1,500' (W leg Richmond), NW-1,500' (Waco Range) (No associated airport)	NE	240°	2.6	1,200	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,600' on SW course.
Navasota Tex.: CAA Int. Field el. 331'	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	NW	180	1.4	1,100	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,400' on SE leg
Neah Bay, Wash.: Needles Airport el. 900'	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	SW	105	2.2	900	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	(Being revised)
New Hackensack N.Y.: New York, La Guardia Airport el. 8'	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	NE	271	3.2	800	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on W leg
New Orleans Airport, el. 8'	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	NE	223°	3.2	1,000	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,300' on SW course. *Descent to crossing at 800' may be started only if New Rochelle FMH is received
New York, La Guardia Field, el. 10': Procedure No 1	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	SW	42°	4.5	1,200	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb 1,500' on NE leg. *Procedure turn dist. are from ILS outer marker. Ctn: Empire State Bldg. 1,330—4 mi NW of outer marker.
Flushing Airport, el. 4': Floyd Bennett NAS, el. 17': Procedure No 1	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	NW	122°	1.9	800'	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on SE leg
Procedure No 2	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	SE	302°	2.2	650'	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Turn left and climb to 1,500' on SW leg
Norfolk, Va.: Norfolk Airport (NW range) el. 22'	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	SW	44°	3.3	800'	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,200' on NE leg
Norfolk NAS (East) (NGU range) el. 15'	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	E	276°	2.9	750'	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,200' on W leg.
Norfolk NAS (Chambers Field) el. 13': Willoughby Bay Seaplane Base el. 5' L.	NE-2,600' (NW leg LaGuardia), SE-2,600' (SW leg LaGuardia), SW-1,400' (B leg Allentown), SW-2,600' (Metuchen FM), final, SW-2,600' (Elizabeth LFM), final, W-3,000' (NE leg Allentown) (No procedure approved)	E	276°	2.9	750'	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,200' on W leg.



## RULES AND REGULATIONS

[illegible]

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final leg	Procedure turn min. at distances from radio range station	M in alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear	D lat. (mi.)	Day	Night	Cell (ft)	Vis. (mi)	
Portland Maine: Portland Airport, el 60'	NE-1,800' (Augusta range) SW-1,800' (N.E. leg, Greater) NW-2,000' (N.E. leg, Greater) NW-1,600' (Toledo range) N-1,600' (Woodland FM), final E-7,000' (The Dalles range) E-7,000' (Stevenson FM) E-1,000' (Washougal FM) S-3,000' (Eugene range) W-Min. enroute alt. E-10,000' (Winslow range) SE-10,000' (Phoebe range) SW-10,000' (Needles range) NW-Min. enroute alt.	None	NW	10 ml -1,600' W side NW leg 15 ml -2,000' W side NW leg 20 ml -3,000' W side NW leg 25 ml -4,000' W side NW leg 10 ml -2,000' W side N leg 15 ml -2,000' W side N leg 20 ml -3,000' W side N leg 25 ml -4,000' W side N leg.	1,000'	140°	2.2					Climb to 1,600' on SE leg
Portland, Ore.: Portland Airport, el 10'	None	None	N		1,500'	171°	3.1	R S A T		700 NA 1,000 300	1.5 3.0 3.0 1.0	Climb to 3,000' on S leg, or to 2,000' within 10 ml
Prescott, Ariz.: Prescott Airport, el 5,042	None	None	NW	10 ml -7,000' E side NW leg 15 ml -8,000' E side NW leg 20 ml -9,000' E side NW leg 25 ml -10,000' E side NW leg	6,500'	142°	4.5	R S A T		1,200 1,500 1,500 1,000	2.0 2.0 2.0 1.5	If not contact over range, turn left and climb to 8,000' on NW leg within 20 ml.
Presque Isle, Maine: Presque Isle Airport, el 229' (2Q range)	None	None				189°	3.4	R S A T		1,000 1,000 1,000 1,000	1.5 1.5 1.5 1.5	(Being revised)
Presque Isle AFB, el 629' (RU range)	None	None				0°	3.0	R S A T		1,000 1,000 1,000 1,000	1.0 1.0 1.0 1.0	(Being revised)
Providence R. I.: Greene Airport, el 23'	None	None	SW	10 ml -1,200' W side SW leg 15 ml -1,200' W side SW leg 20 ml -1,200' W side SW leg 25 ml -1,200' W side SW leg	800'	47°	3.2	R S A T		1,000 1,000 1,000 1,000	1.0 1.0 1.0 1.0	Climb to 1,000' on N leg
Pueblo, Colo.: Pueblo Airport, el. 4,833'	None	None	S	10 ml -6,000' E side S leg 15 ml -7,000' E side S leg 20 ml -7,000' E side S leg 25 ml -7,000' E side S leg	16,500'	340°	2.0	R S A T		1,000 1,000 1,000 1,000	1.5 2.0 2.0 1.0	Turn right and climb to 6,000' on E leg within 25 ml. *If not contact at 6,000' prior to reaching min. reverse course and climb to 6,000' on E leg prior to returning to min. If procedure turn accomplished beyond 10 ml, the alt. on final approach is 6,100'. If not contact over range, D climb to 7,000' on E leg.
Pueblo AFB, el. 4,712'	None	None	S	10 ml -6,000' E side S leg 15 ml -7,000' E side S leg 20 ml -7,000' E side S leg 25 ml -7,000' E side S leg	7,000'	45°	0.0					(Being revised)
Pulaski, Va.: Loving Field, el. 2,230'	None	None				217°	2.1	R S A T		1,500 NA 2,000 1,000	2.0 2.0 2.0 2.0	Climb to 1,500' on NW leg
Quantico, Va.: Quantico Field, el. 11'	(No procedure approved) SW-Min. enroute alt. NW-1,600' (SW leg, Providence) NW-1,600' (Providence range)	None	SE	10 ml -1,200' E side SE leg 15 ml -1,200' E side SE leg 20 ml -1,200' E side SE leg 25 ml -1,200' E side SE leg	800'	339°	2.3	R S A T		1,000 1,000 1,000 1,000	1.5 1.5 1.5 1.0	Climb to 2,000' on NW leg within 25 ml.
Raleigh, N. C.: Raleigh-Durham Airport, el. 435'	NE-1,600' (ST leg, Blackstone) SE-1,600' (NE leg, Blackstone) SE-1,600' (NE leg, Blackstone) NW-2,000' (N.E. leg, Greenville) (Make left turn to Raleigh-Durham Airport, fly contact from SE) SE-3,000' (S leg, San Marcos) SW-Min. enroute alt. NW-2,100' (S leg, Alamogordo) NW-2,500' (N leg, Alamogordo)	None	SE	10 ml -1,200' E side SE leg 15 ml -1,200' E side SE leg 20 ml -1,200' E side SE leg 25 ml -1,200' E side SE leg	1,500'	229°	3.8	R S A T		1,000 1,000 1,000 1,000	1.5 1.5 1.5 1.0	Climb to 2,500' on NW leg
Rapid City, S. Dak.: Rapid City AFB, el. 3,242'	None	None	S	10 ml -2,000' E side S leg 15 ml -2,000' E side S leg 20 ml -3,000' E side S leg 25 ml -3,000' E side S leg	1,200'	322°	2.0	R S A T		1,000 1,000 1,000 1,000	1.5 1.5 1.5 1.0	(Being revised)
Red Bluff, Calif.: Bidwell Field, el. 324'	None	None				323°	2.5	R S A T		1,000 1,000 1,000 1,000	1.5 1.5 1.5 1.0	Make 180° right turn and climb to 2,400' on S leg within 25 ml.
Redmond, Oreg.: Roberts Field, el. 3,072'	None	On N leg to 7,000'	NW	12 ml -9,000' N side NW leg 15 ml -NA N side NW leg 20 ml -NA N side NW leg 25 ml -NA N side NW leg	4,600'	101°	4.3	R S A T		700 NA 1,000 300	1.5 3.0 3.0 1.0	Make right turn and climb to 10,000' on S leg within 30 ml of range station

## RULES AND REGULATIONS

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr leg	Procedure turn min. at distances from radio range station	Min. alt over range final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing min. alt., or if landing not accomplished—	
						Mag. bear	Dist. (mi.)	Day		Night			
Reno, Nev.: Hubbard Field el. 4 404 -----	NE-11 000' (Humboldt range)--- NE-9 500' (Wadsworth F.M.) SW-12 000' (Donner Summit range) S-10 000' (Donner Summit range) N-Min. enroute alt. (Make let-down to Hubbard Field. Fly contact from Hubbard Field to Reno Sky Ranch Airport.) (No associated airport.) SE-1 500' (SW leg Washington) SW-1 500' (SE leg Langley) SW-1 500' (SE leg Blackstone) SW-700' (Ochester F.M.) final. NW-3 000' (NE leg Lynchburg)	On NE leg to 9,500' within 25 mi.	N	10 mi.-3 500' E side N leg 15 mi.-3 500' E side N leg. 20 mi.-3 500' E side N leg. 25 mi.-3 500' E side N leg.	7 000'	161°	3.3	R S A T	2 500 2 500 2 500 1 000	3.0 3.0 3.0 3.0	2 500 2 500 2 500 1 000	3.0 3.0 3.0 3.0	Make immediate left turn and climb to 9 500' on N leg
Reno AFB el. 5 046 ----- Richmond, Tex.: Richmond Va.: Byrd Field el. 1 077 -----	(Make let-down to Hubbard Field. Fly contact from Hubbard Field to Reno Sky Ranch Airport.) (No associated airport.) NE-1 500' (SW leg Washington) SE-1 500' (W leg Langley) SW-1 500' (SE leg Blackstone) SW-700' (Ochester F.M.) final. NW-3 000' (NE leg Lynchburg)	None	SW	10 mi.-1 500' E side SW leg. 15 mi.-1 500' E side SW leg. 20 mi.-1 500' E side SW leg. 25 mi.-1 500' E side SW leg.	700	20°	2.0	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	Climb to 1 500 on N leg
Riverside, Calif.: March Field el. 1 633 -----	---	---	---	---	---	128°	2.0	R S A T	1 500 1 500 1 000 1 000	2.0 2.0 1.0 1.0	1 500 1 500 1 000 1 000	2.0 2.0 1.0 1.0	(Being revised)
Arlington Airport, el. 785 ----- Roanoke Va.: Woodrum Field el. 1 162 -----	(Make let-down to March Field. Fly contact from March Field to Arlington Airport.)	---	---	---	---	340°	1.8	R S A T	2 500 2 500 2 500 1 000	2.0 2.0 2.0 1.0	2 500 2 500 2 500 1 000	2.0 2.0 2.0 1.0	(Being revised)
Rochester Minn.: Rochester Airport, el. 1 010 -----	N-2 400' (SE leg Minneapolis) E-2 500' (NW leg La Crosse) S-2 500' (SW leg La Crosse) W-Min. enroute alt. N-2 000' (S leg Stirling)--- E-2 000' (W leg Syracuse) W-2 000' (NW leg Elmira) W-2 000' (NE leg Buffalo)	None	S	10 mi.-2 400' E side S leg 15 mi.-2 500' E side S leg 20 mi.-2 500' E side S leg 25 mi.-2 500' E side S leg	1 000	350°	2.6	R S A T	2 500 2 500 2 500 1 000	2.0 2.0 2.0 1.0	2 500 2 500 2 500 1 000	2.0 2.0 2.0 1.0	Climb on N leg to 2 400
Rochester, N. Y.: Rochester Airport, el. 600 -----	N-2 000' (S leg Stirling)--- E-2 000' (W leg Syracuse) W-2 000' (NW leg Elmira) W-2 000' (NE leg Buffalo)	None	E	10 mi.-2 300' N side E leg. 15 mi.-2 300' N side E leg. 20 mi.-2 300' N side E leg. 25 mi.-2 300' N side E leg.	1 500	208°	2.2	R S A T	2 500 2 500 2 500 1 000	1.5 1.5 1.5 1.0	2 500 2 500 2 500 1 000	1.5 1.5 1.5 1.0	Climb to 2 000' on W leg
Rockford, Ill.: Machesney Airport el. 732 -----	E-2 200' (NW leg Chicago) E-2 100' (W leg Chicago) W-2 200' (S leg La Grange) NW-2 200' (SW leg Madison) (Make let-down to Machesney Airport.)	None	W	10 mi.-2 000' S side W leg 15 mi.-2 000' S side W leg 20 mi.-2 000' S side W leg 25 mi.-2 000' S side W leg.	1 540	46°	1.7	R S A T	500 NA 1 000 300	1.5 NA 3.0 1.0	500 NA 1 000 300	1.5 NA 3.0 1.0	Climb to 2 200 on E leg
Beloit South Beloit Airport el. 729 ----- Rock Springs, Wyo.: Rock Springs Airport el. 6 761 -----	N-Min. enroute alt. E-10 000' (Circular range). S-3 700' (Point of Rocks F.M.) final E-3 700' (Point of Rocks F.M.) final W-10 000' (Ft. Bridger range). (No instrument let-downs authorized.)	None	E	10 mi.-3 200' N side E leg 15 mi.-3 200' N side E leg 20 mi.-3 200' N side E leg 25 mi.-3 200' N side E leg.	8 700'	240°	2.8	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	Climb to 10 000' on W leg within 25 mi.
Rodeo, N. Mex.: Rodeo, N. Mex.: Detroit Wayne Major Airport el. 630' -----	E-2 300' (Windward range) SE-2 300' (E leg Toledo). SE-1 500' (SW leg Windsor) W-2 000' (SE leg Lansing). W-1 700' (Saline F.M.) final. N-2 200' (E leg Lansing) N-2 200' (W leg Lansing) (Make let-down to Detroit-Wayne Major Airport. Fly contact from Detroit-Wayne Major Airport to Willow Run Airport.)	None	W	10 mi.-1 000' S side W leg. 15 mi.-2 100' S side W leg. 20 mi.-2 100' S side W leg. 25 mi.-2 100' S side W leg.	1 500	80°	2.8	R S A T	500 NA 1 000 300	1.5 NA 3.0 1.0	500 NA 1 000 300	1.5 NA 3.0 1.0	Proceed out right side of E leg climbing to 2 300'.
Willow Run Airport, el. 715 ----- Roswell, N. Mex.: Roswell AFB el. 3 664 -----	---	---	---	---	---	255°	3.6	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	(Being revised)
Sacramento, Calif.: Sacramento Airport el. 21 -----	---	---	---	---	---	22°	1.7	R S A T	500 500 1 000 300	1.5 1.0 3.0 1.0	500 500 1 000 300	1.5 1.0 3.0 1.0	(Being revised.)
McClellan Field el. 73 ----- Mother Field, el. 917 ----- St. Joseph Mo.: Rosser Field el. 531 -----	(Make let-down to Sacramento Airport. Fly contact from Sacramento Airport to McClellan Field.) (Make let-down to Sacramento Airport. Fly contact from Sacramento Airport to McClellan Field.) (Make let-down to Sacramento Airport. Fly contact from Sacramento Airport to McClellan Field.)	---	S	10 mi.-2 100' W side S leg 15 mi.-2 100' W side S leg. 20 mi.-2 100' W side S leg. 25 mi.-2 100' W side S leg.	1 600	333°	3.7	R S A T	700 500 1 000 300	1.5 1.0 3.0 1.0	700 500 1 000 300	1.5 1.0 3.0 1.0	Climb to 3 600' on N cr within 25 mi.
St. Louis, Mo.: Lambert St. Louis Airport el. 622 -----	N-Min. enroute alt. W-1 500' (Jersenville F.M.) E-2 000' (Birmingham range). E-2 000' (Spanish Lake F.M.) final S-2 000' (SW leg Scott AFB) W-1 000' (Columbia range) W-1 000' (St. Peters F.M.) (See Minneapolis Minn.)	None	E	10 mi.-1 500' N side E leg. 15 mi.-1 500' N side E leg. 20 mi.-1 500' N side E leg. 25 mi.-1 500' N side E leg.	1 300'	250°	2.2	R S A T	700 500 1 000 300	1.5 1.0 3.0 1.0	700 500 1 000 300	1.5 1.0 3.0 1.0	Climb to 2 500' on W leg.
St. Paul Minn.: St													



Station	Mtn, initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. log	Procedure turn mth. at distances from radio range station	Mtn alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear	Dist. (mi)	Day	Night	Day	Night	
								Cell (ft)	Vls. (mi)	Cell (ft)	Vls. (mi)	
Salinas, Calif. 3 710'	(No instrument let downs authorized)					102°	2.7	R 500 S 600 T 1 300	1.5 1.5 1.0	500 600 1 300	2.0 2.0 2.0	(Being revised)
Salt Lake City, Utah: Salt Lake City Airport No 1, el 4 222'	--					103°	2.0	R 800 S 600 T 800	2.0 1.5 2.0	800 600 800	2.0 1.5 2.0	(Being revised)
Utah Central Airport, el 4 240'	(Make let-down to Salt Lake City Airport No 1 to Utah Central Airport.)				2 600	320°	2.5					Climb to 3,500' on N leg
San Angelo, Tex.: Goodfellow Field el 1 877'	N-3 600' (E leg Big Spring) N-3 600' (S leg Abilene) E-3 600' (NW leg San Antonio) (ZN range) W-3 600' (SE leg Big Spring) N-3 600' (E leg Big Spring) E-3 600' (S leg Abilene) S-3 600' (NW leg San Antonio) (ZN range)	None	S	10 mi -3 100' E side S leg 15 mi -3 500' E side S leg 20 mi -3 500' E side S leg 25 mi -3 500' E side S leg				R 500 S 600 T 1 300	1.5 1.5 1.0	500 600 1 300	1.5 1.5 1.0	Climb to 3,500' on W leg
Mathis Field el 1 915'	W-3 600' (SE leg Big Spring) N-3 600' (E leg Big Spring) E-3 600' (S leg Abilene) S-3 600' (NW leg San Antonio) (ZN range) W-3 600' (SE leg Big Spring) N-2 600' (SW leg Austin) --- N-1 600' (Xates MILV) final E-2 200' (NE leg Randolph)	None	E	10 mi -3 000' N side E leg 15 mi -3 000' N side E leg 20 mi -3 000' N side E leg 25 mi -3 000' N side E leg	2 500'			R 500 S 600 T 1 300	1.5 1.5 1.0	500 600 1 300	1.5 1.5 1.0	Climb to 2,200' on S leg. *If Xates MILV not rev'd, alt. over-rising on final approach is 1,700'
San Antonio-Alamo Airport, (Alamo range), el 500'	W-2 700' (NW leg San Antonio-Kelly) W-2 200' (NE leg San Antonio-Kelly) SE-2 600' (SW leg Austin) SE-Min. enroute alt. NW-Min. enroute alt. (Make let-down to Kelly Field)	None	NW	10 mi -2 500' W side NW leg 15 mi -2 500' W side NW leg 20 mi -3 000' W side NW leg 25 mi -3 000' W side NW leg	1 400'			R 500 S 600 T 1 300	1.5 1.5 1.0	500 600 1 300	1.5 1.5 1.0	Climb to 2,600' on SE leg within 25 mi.
Kelly Field (Kelly range), el 676'	---					107°	1.8	R 500 S 600 T 1 300	1.5 1.5 1.0	500 600 1 300	1.5 1.5 1.0	(Being revised)
Brooks Field, el 634'	(Make let-down to Kelly Field)					139°	2.3	R 700 S 600 T 1 000	2.0 2.0 3.0	700 600 1 000	2.0 2.0 3.0	(Being revised)
Ream NAAS, el 23'--	---					231°	3.0	R 600 S 600 T 1 000	2.0 2.0 1.0	600 600 1 000	2.0 2.0 1.0	(Being revised)
San Francisco, Calif.: Lindbergh Field el 14'	(Make let-down to Lindbergh Field)					170°	4.2	R 500 S 600 T 1 000	1.5 1.5 1.0	500 600 1 000	1.5 1.5 1.0	Climb to 3,600' on S leg. Clin: high terrain W side N leg.
Belmont Airport, el 5'--	(Make let-down to San Francisco Airport. Fly contact from San Francisco Airport to Belmont Airport.)				1 600'			R 500 S 600 T 1 000	1.5 1.5 1.0	500 600 1 000	1.5 1.5 1.0	Climb to 3,600' on S leg. Clin: high terrain W side N leg.
San Marcos, Tex.: San Marcos AFB, el 516'	N-3 000' (SW leg Austin) E-3 000' (SE leg Austin) S-3 000' (NW leg Randolph) W-3 000' (SW leg Austin) (No procedure approved) N-On top not over 3 600' E-On top not over 3 600' S-On top not over 3 600' W-On top not over 3 600'	None	N	10 mi -2 000' E side N leg 15 mi -2 000' E side N leg 20 mi -2 000' E side N leg 25 mi -2 000' E side N leg	760'			R 500 S 600 T 1 000	2.0 2.0 1.0	500 600 1 000	2.0 2.0 1.0	If not side over mg. turn right and climb to 3 600' on S leg. Initial approach must be on top not to exceed 3 600'. 427' hills 6 mi. N of W leg. 10 mi from range.
San Antonio, Calif.: Santa Barbara Airport, el 9'	N-Min. enroute alt. SE-Min. enroute alt. W-2 000' (SE leg Grand Marais). W-1 600' (Grand Marais range). (Make let-down to Sault Ste. Marie range, Kures Airport)	None	SE	10 mi -2 000' E side SE leg. 15 mi -2 000' E side SE leg. 20 mi -2 000' E side SE leg. 25 mi -2 000' E side SE leg.	1 750'			R 700 S 600 T 1 000	1.5 1.5 1.0	700 600 1 000	1.5 1.5 1.0	If not contact over range climb to 2 000' on SW leg. 620' MSL tower S side S leg 7 mi out.
Sault Ste Marie, Mich.: Sault Ste. Marie Airport, el 700'	N-Min. enroute alt. SE-Min. enroute alt. W-2 000' (SE leg Grand Marais). W-1 600' (Grand Marais range). (Make let-down to Sault Ste. Marie range, Kures Airport)	None	SE	10 mi -2 000' E side SE leg. 15 mi -2 000' E side SE leg. 20 mi -2 000' E side SE leg. 25 mi -2 000' E side SE leg.	1 750'			R 700 S 600 T 1 000	1.5 1.5 1.0	700 600 1 000	1.5 1.5 1.0	If not contact over range climb to 2 000' on SW leg. 620' MSL tower S side S leg 7 mi out.
Sault Ste Marie-Kures Airport, el 750'	N-Min. enroute alt. SE-Min. enroute alt. W-2 000' (SE leg Grand Marais). W-1 600' (Grand Marais range). (Make let-down to Sault Ste. Marie range, Kures Airport)	None	SE	10 mi -2 000' E side SE leg. 15 mi -2 000' E side SE leg. 20 mi -2 000' E side SE leg. 25 mi -2 000' E side SE leg.	1 750'			R 700 S 600 T 1 000	1.5 1.5 1.0	700 600 1 000	1.5 1.5 1.0	If not contact over range climb to 2 000' on SW leg. 620' MSL tower S side S leg 7 mi out.
Savannah, Ga.: Hunter Field, el 40'	NE-1 300' (Charleston range) SE-Min. enroute alt. SW-Min. enroute alt. SW-600' (Richmond Hill FM), final NW-1 300' (NE leg Alamo). (Make let-down to Hunter Field)	None	SW	10 mi -1 100' S side SW leg 15 mi -1 100' S side SW leg 20 mi -1 100' S side SW leg 25 mi -1 100' S side SW leg	600'			R 700 S 600 T 1 000	1.5 1.5 1.0	700 600 1 000	1.5 1.5 1.0	Climb to 1,300' on NE leg
Chatham Field, el 20'	(Make let-down to Hunter Field)					21°	2.2	R 700 S 600 T 1 000	1.5 1.5 1.0	700 600 1 000	1.5 1.5 1.0	Climb to 1,300' on NE leg

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing min. alt., or if landing not accomplished—
						Mag. bear	Dist. (mi.)	Day		Night		
								Cell (ft)	V's. (mi)	Cell (ft)	V's. (mi)	
Scott (Belleville) Ill.: Scott Field, el 447'	NE-2,000' (NW leg Evansville) SE-Min. enroute alt. SW-2,000' (S leg St. Louis) NW-2,000' (NE leg St. Louis)	None	SW	10 mi.-1,800' S side SW leg 15 mi.-2,000' S side SW leg 20 mi.-2,000' S side SW leg 25 mi.-2,000' S side SW leg	1,200	40°	2.2	R S A	500 1,000 1,000	1.5 1.0 1.0	Climb to 2,000' on NE leg	
Scottsburg, Nebr.: Scottsburg Airport el 3,545'						301°	3.1	R S A	500 1,000 1,000	1.5 1.0 1.0	(Being revised)	
Seattle, Wash.: Boeing Airport el 15'						295°	2.8	R S A	500 1,000 1,000	1.5 1.0 1.0	(Being revised)	
Seattle Tacoma Airport el 405'	NE-Min. enroute alt. NE-3,000' (E leg Everett) E-3,000' (Elensburg range) E-7,000' (Easton FM) E-5,000' (Hobart FM) S-5,000' (Toledo range) S-1,500' (Lakewood FM) NW-3,000' (S leg Patricia Bay) NW-2,000' (W leg Everett) (No procedure approved) SE-7,000' (N leg Casper) SE-5,500' (Gress FM) SE-5,000' (Sheridan FM) final SW-Min. enroute alt. NW-8,000' (Billings range) E-1,500' (NE leg Barksdale) W-1,500' (SW leg Barksdale) W-1,500' (NE leg Tyler) NW-1,700' (W leg Foxmark) NW-3,000' (Dixie FM) final NE-10,500' (Las Vegas range) SE-9,000' (E leg Daguerre) SW-6,000' (Daggett range) NW-Min. enroute alt.	None	NW	10 mi.-1,500' W side NW leg 15 mi.-1,500' W side NW leg 20 mi.-1,700' W side NW leg 25 mi.-1,700' W side NW leg 10 mi.-5,000' E side NW leg 15 mi.-7,500' E side NW leg 20 mi.-7,500' E side NW leg 25 mi.-7,500' E side NW leg 10 mi.-1,700' W side NW leg 15 mi.-1,700' W side NW leg 20 mi.-1,700' W side NW leg 25 mi.-1,700' W side NW leg	1,500	103°	4.0	R S A	500 1,000 1,000	1.5 1.0 1.0	Climb to 1,500 on S leg within 15 mi	
Selridge (Mount Clemens), Mich. Sheridan, Wyo.: Sheridan County Airport, el 4,021'		None	SE	10 mi.-6,000' N side SE leg 15 mi.-7,000' N side SE leg 20 mi.-7,000' N side SE leg 25 mi.-7,000' N side SE leg	5,500	295°	1.6	R S A	500 1,000 1,000	1.5 1.0 1.0	Climb to 8,000 on NW leg. *If Sheridan LFM visual and aural signals rev'd, alt over range will be 5,000'	
Shreveport, La.: Shreveport Airport, el 170'		None	NW	10 mi.-1,700' W side NW leg 15 mi.-1,700' W side NW leg 20 mi.-1,700' W side NW leg 25 mi.-1,700' W side NW leg	800	146°	1.8	R S A	500 1,000 1,000	1.5 1.0 1.0	Climb to 1,500' on S leg	
Silver Lake, Calif.: OAA Int Field el 910		None	NW	10 mi.-5,000' E side NW leg 15 mi.-7,500' E side NW leg 20 mi.-7,500' E side NW leg 25 mi.-7,500' E side NW leg	4,000	132°	1.9	R S A	500 1,000 1,000	1.5 1.0 1.0	If not contact over range, climb to 9,000' on SE leg. High terrain immediately W of NW leg	
Sinclair, Wyo.: Rawlins Airport el 6,750'		None	E	10 mi.-9,500' N side E leg	8,300	255°	5.1	R S A	500 1,000 1,000	1.5 1.0 1.0	If not contact over range, climb to 10,000' on W leg. Procedure turn must be accomplished within 10 mi because of high terrain to the E.	
OAA Int. Field, el 6,501'		None	E	10 mi.-8,000' N side E leg	8,100	80°	1.7	R S A	500 1,000 1,000	1.5 1.0 1.0	If not contact over range, climb to 10,000' on W leg. Procedure turn must be accomplished within 10 mi. because of high terrain to the E.	
Sioux City Iowa: Sioux City Airport, el 1,637'	N-Min. enroute alt. E-12,000' (NW leg Laramie) S-Min. enroute alt. W-10,000' (Rock Springs range)	None	S	10 mi.-2,400' E side S leg 15 mi.-2,500' E side S leg 20 mi.-2,500' E side S leg 25 mi.-2,500' E side S leg	1,700	337°	1.9	R S A	500 1,000 1,000	1.5 1.0 1.0	Climb to 2,500' on NE leg within 25 mi	
Sioux Falls, S. Dak.: Sioux Falls Airport el 1,429'	N-Min. enroute alt. E-12,000' (NW leg Laramie) S-Min. enroute alt. W-10,000' (Rock Springs range)	None	NW	10 mi.-2,600' W side NW leg 15 mi.-2,600' W side NW leg 20 mi.-2,800' W side NW leg 25 mi.-2,800' W side NW leg	2,100	83°	2.2	R S A	500 1,000 1,000	1.5 1.0 1.0	(Being revised)	
Smithville, Tenn.: OAA Int Field el 1,673'		None	N	10 mi.-3,000' W side N leg 15 mi.-3,000' W side N leg 20 mi.-3,000' W side N leg 25 mi.-3,000' W side N leg	2,200	170°	5.1	R S A	500 1,000 1,000	1.5 1.0 1.0	Climb to 3,000' on S leg	
Smoky Hill (Salina), Kans.: Smoky Hill AFF el 1,237'		None	N	10 mi.-3,000' W side N leg 15 mi.-3,000' W side N leg 20 mi.-3,000' W side N leg 25 mi.-3,000' W side N leg	2,200	170°	5.1	R S A	500 1,000 1,000	1.5 1.0 1.0	Climb to 3,000' on S leg	
Salina Airport el 1,270'												

Fly contact from Smoky Hill AFF to Salina Airport

Climb set-down to Smoky Hill AFF

Salina Airport el 1,275

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr leg	Procedure turn min. at distances from radio range station	Min alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag bear	Dist. (mi.)	Day		Night		
								Cell (ft)	Vis. (mi.)	Cell (ft)	Vis. (mi.)	
South Bend Ind : Dendix Airport el. 778'; Procedure No 1	N-2,000' (NE leg Chicago) E-2,100' (N leg Goshen) E-2,000' (Notre Dame LFM) W-2,100' (W leg Goshen) N-2,000' (SE leg Glenview) N-2,000' (NE leg Chicago) E-2,100' (N leg Goshen) E-2,100' (W leg Goshen), Final W-2,100' (W leg Goshen) W-2,000' (SE leg Glenview) NE-3,000' (N leg Charlotte) SE-2,000' (W leg Columbia) NE-2,200' (NW leg Columbia) SW-2,600' (S leg Greenville) NW-Min enroute alt	None	W	10 mi -2,000' N side W leg 15 mi -2,000' N side W leg 25 mi -2,000' N side W leg	1,600'	70°	3 3	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,100' on E leg	
Procedure No 2	N-2,000' (SE leg Glenview) N-2,000' (NE leg Chicago) E-2,100' (N leg Goshen) E-2,100' (W leg Goshen), Final W-2,100' (W leg Goshen) W-2,000' (SE leg Glenview) NE-3,000' (N leg Charlotte) SE-2,000' (W leg Columbia) NE-2,200' (NW leg Columbia) SW-2,600' (S leg Greenville) NW-Min enroute alt	None	E	10 mi -2,000' N side E leg 15 mi -2,000' N side E leg 25 mi -2,000' N side E leg	1,400' over Notre Dame LFM 1,600'	265°	4.1	Notre Dame LFM	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,100' on E leg	
Spartanburg S. O : Spartanburg Airport el 894'	N-2,000' (NE leg Charlotte) SE-2,000' (W leg Columbia) NE-2,200' (NW leg Columbia) SW-2,600' (S leg Greenville) NW-Min enroute alt	None	SW	10 mi -2,000' S side SW leg 15 mi -2,000' S side SW leg 25 mi -2,000' S side SW leg	1,600'	18°	1 0	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 3,000' on NE leg	
Spokane, Wash.: Felts Field, el. 1,002'; Spokane A.F.F., el. 2,430'; Calkins Air Terminal, el. 2,020'; Springfield III : Capital Airport, el. 233'	(Make let-down to Felts Field. Fly contact from Felts Field to Calkins Air Terminal) (Make let-down to Felts Field. Fly contact from Felts Field to Gelfer Field) N-2,000' (W leg Channele) SW-2,000' (SW leg Channele) SW-1,500' (N leg St. Louis) NW-1,500' (N leg St. Louis) NE-1,500' (Vely range) SW-2,000' (enroute alt) NW-2,000' (N leg Portland) NE-2,000' (E leg Boston) SE-2,000' (enroute alt) SE-2,000' (Brant Rock FAD) SW-2,000' (Providence range) NW-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	SW	10 mi -1,500' S side SW leg 15 mi -1,500' S side SW leg 25 mi -1,500' S side SW leg	1,200'	30°	4.3	R A T	700 1,000 400	2.0 3.0 1.0	Climb to 2,000' on NE leg. *Required for NE & SE runways due to 031° MSD, 147° 1.1 mi E or aprt. Climb to 3,000' on SE leg within 25 mi	
Springfield, Mo : Springfield Air port, el. 1,420'	N-2,000' (enroute alt) NW-2,000' (N leg Portland) NE-2,000' (E leg Boston) SE-2,000' (enroute alt) SE-2,000' (Brant Rock FAD) SW-2,000' (Providence range) NW-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	NW	10 mi -2,400' W side NW leg 15 mi -2,400' W side NW leg 25 mi -2,400' W side NW leg	1,000'	134°	4.3	R S	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 3,000' on SE leg within 25 mi	
Squantum, Mo : Squantum NAS el. 10'	N-2,000' (enroute alt) NW-2,000' (N leg Portland) NE-2,000' (E leg Boston) SE-2,000' (enroute alt) SE-2,000' (Brant Rock FAD) SW-2,000' (Providence range) NW-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	SE	10 mi -1,500' E side SE leg 15 mi -1,500' E side SE leg 25 mi -1,500' E side SE leg	1,000'	321°	3.7	R A T	600 600 1,000 300	1.5 1.0 3.0 1.0	Turn left and climb to 2,000' on SE leg within 25 mi	
Stewart (Newburgh), N. Y. : : : : : Stockton, Calif : Stockton Airport, el. 25'	N-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	S	10 mi -1,500' E side S leg 15 mi -1,500' E side S leg 25 mi -1,500' E side S leg	800'	224°	3.2	R S	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,000' on N leg within 25 mi	
Stuttgart, Ark.: Stuttgart Airport, el. 223'	N-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	N	10 mi -1,500' W side N leg 15 mi -1,500' W side N leg 25 mi -1,500' W side N leg	1,200'	173°	4.5	R A T	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,000' on S leg	
Superior, Mont. : : : : : Syracuse, N. Y. : : : : : Syracuse Airport, el. 323'	N-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	N	10 mi -1,500' W side N leg 15 mi -1,500' W side N leg 25 mi -1,500' W side N leg	1,200'	178°	2.2	R S A T	700 600 1,000 400	2.0 1.5 3.0 1.0	Climb to 3,000' on S leg.	
Tallahassee, Fla : Mabry Field, el. 70'	N-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	W	10 mi -2,000' S side W leg 15 mi -2,000' S side W leg 25 mi -2,000' S side W leg	1,600'	05°	7.4	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,700' on E leg.	
Tallahassee, Fla : Mabry Field, el. 70'	N-2,000' (W leg Boston) (No procedure approved.) N-3,000' (SE leg Sacramento) E-2,000' (SE leg Sacramento) W-3,000' (W leg Fresno) W-3,000' (Oakland range) N-Min, enroute alt. E-2,000' (SW leg Memphis) SW-2,000' (SE leg Little Rock) NW-2,000' (Little Rock range) (No instrument let-downs authorized)	None	NW	10 mi -2,000' S side W leg 15 mi -2,000' S side W leg 25 mi -2,000' S side W leg	700'	85°	2.7	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,600' on E leg	
Tampa, Fla.: Drew Field el. 29'	NE-1,500' (Orlando range) SW-1,500' (NW leg Ft. Myers) SW-Min, enroute alt. NW-1,500' (SE leg Ft. Myers) NW-1,500' (											

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr leg	Procedure turn min. at distances from radio range station	Min alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished.	
						Mag bear	Dist (mi)	Day		Night			
								Cell (ft.)	Vis. (mi.)	Cell (ft.)	Vis. (mi.)		
Torre Haute Ind.: Hulman Airport el 585	N-1,800 (SW leg Lafayette) E-2,000 (Indianapolis range) S-1,800 (Evansville range) W-1,800 (Bloomington range) N-1,800 (SW leg Lafayette) E-2,000 (Indianapolis range) S-1,800 (Evansville range) W-1,800 (Bloomington range) NE-1,600 (SW leg Little Rock) SE-Min. enroute alt. W-1,600 (Sulphur Springs range) NW-1,600 (NW leg Shreveport) NW-Min. enroute alt.	None	W	10 mi -1 800' S side W leg 15 mi -1 800' S side W leg 20 mi -1 800' S side W leg 25 mi -1 800' S side W leg 10 mi -1 800' S side W leg 15 mi -1 800' S side W leg 20 mi -1 800' S side W leg 25 mi -1 800' S side W leg 10 mi -1 400' W side NW leg 15 mi -1 400' W side NW leg 20 mi -1 400' W side NW leg 25 mi -1 400' W side NW leg	1 300'	63	5.8	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	2.0 2.0 3.0 1.0	Climb to 2 000 on E leg  Climb to 1 800' on W leg
Paul Cox Airport el 485		None	W		900'	123°	0	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	2.0 2.0 3.0 1.0	Climb to 1 500 on SE leg within 25 mi
Texarkana, Ark.: Texarkana Air port el 339'	NE-1 600' (SW leg Little Rock) SE-Min. enroute alt. W-1 600' (Sulphur Springs range) NW-1 600' (NW leg Shreveport) NW-Min. enroute alt.	None	NW	10 mi -1 400' S side W leg 15 mi -1 400' S side W leg 20 mi -1 400' S side W leg 25 mi -1 400' S side W leg 10 mi -1 400' W side NW leg 15 mi -1 400' W side NW leg 20 mi -1 400' W side NW leg 25 mi -1 400' W side NW leg	900'	123°	2.2	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	2.0 2.0 3.0 1.0	Climb to 1 500 on SE leg within 25 mi
The Dalles, Oreg.: The Dalles Air port el 239'	NE-8 000' (Yakima range) E-4 000' (Pendleton range) S-7 000' (Redmond range) W-7 000' (Portland range)	None	E	10 mi -1 000' S side E leg 15 mi -1 000' S side E leg 20 mi -1 000' S side E leg 25 mi -1 000' S side E leg	2 740	251	2.8	R S A T	2 500 2 600 2 700 2 800	3.0 3.0 1.0 1.0	2 500 2 600 2 700 2 800	3.0 3.0 2.0 3.0	Make immediate 180 left turn and climb to 4 000 on E leg within 15 mi of range station (Being revised)
Tillamook, Oreg.: Tillamook NAS el 35'		None	S	10 mi -1 800' E side S leg 15 mi -1 800' E side S leg 20 mi -1 800' E side S leg 25 mi -1 800' E side S leg	1 300	10°	2.7	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	1.5 1.5 3.0 1.0	Climb to 2 000 on N leg
Tinker (Oklahoma City), Okla Toledo Ohio: Toledo Airport el 623'	(No procedure authorized.) E-2 000' (SW leg Windsor) S-1 800' (S leg Romulus) W-1 800' (Bowling Green F.M.), final N-2 000' (NE leg Ft. Wayne) NE-2 000' (Seattle range) E-2 000' (Portland range) S-2 000' (Portland range) W-Min enroute alt.	None	N	10 mi -3 500' W side N leg 15 mi -NA 20 mi -NA 25 mi -NA	1 880	238°	2.8	R S A T	1 500 1 600 1 700 1 800	2.0 2.0 1.0 1.0	1 500 1 600 1 700 1 800	2.0 2.0 2.0 2.0	Turn right and climb to 3 600' on N leg within 12 mi. of range station, then continue to climb to 8 000' (Being revised)
Toledo, Wash.: Toledo Winlock Airport el 371'		None	N	10 mi -3 500' W side N leg 15 mi -NA 20 mi -NA 25 mi -NA	--	168°	2.8	R S A T	1 500 1 600 1 700 1 800	2.0 2.0 1.0 1.0	1 500 1 600 1 700 1 800	2.0 2.0 2.0 2.0	Turn right and climb to 3 600' on N leg within 12 mi. of range station, then continue to climb to 8 000' (Being revised)
Tonopah, Nev.: Tonopah AFB el 6 426		None	S	10 mi -1 800' E side S leg 15 mi -1 800' S side E leg 20 mi -1 800' S side S leg 25 mi -1 800' E side S leg	1 300	10°	2.7	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	1.5 1.5 3.0 1.0	Climb to 2 000 on N leg
Topeka, Kans.: Topeka AFB, el. 1,078 Phillip Billard Airport el 876'	NE-2 400' (NW leg Kansas City) SE-2 400' (SW leg Kansas City) SW-2 400' (NW leg Lebo) NW-2 400' (NE leg Marshall)	None	SW	10 mi -2 400' S side SW leg 15 mi -2 400' S side SW leg 20 mi -2 400' S side SW leg 25 mi -2 400' S side SW leg	1 000'	115°	12.1	R S A T	1 000 1 000 1 000 1 000	1.0 1.0 2.0 2.0	1 000 1 000 1 000 1 000	1.0 1.0 BOOB 1.0	(Being revised.) Climb to 2 400' on NE leg. *One must be made over ring and maintained to Phillip Billard AFB. Weather bet ring and AFB must be equal to or better than 1000-1. (Being revised)
Traverse City, Mich.: Traverse City Airport el 623'	NE-Min enroute alt. SE-Min. enroute alt. SW-Min. enroute alt. NW-Min enroute alt.	None	SE	10 mi -2 100' E side SE leg 15 mi -2 100' E side SE leg 20 mi -2 100' E side SE leg 25 mi -2 100' E side SE leg	1 000	319	2.2	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	1.5 1.5 3.0 1.0	Climb to 2 200 on NW leg within 25 mi (Being revised)
Tri City (Bristol), Tenn.: Tri City Airport el 1 518		None	SE	10 mi -2 100' E side SE leg 15 mi -2 100' E side SE leg 20 mi -2 100' E side SE leg 25 mi -2 100' E side SE leg	1 000	253	3.3	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	1.5 1.0 3.0 1.0	Climb to 2 200 on NW leg within 25 mi (Being revised)
Trinidad, Colo.: Trinidad Airport, el. 5766'		None	SE	10 mi -2 100' E side SE leg 15 mi -2 100' E side SE leg 20 mi -2 100' E side SE leg 25 mi -2 100' E side SE leg	---	179°	3.0	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	1.5 1.0 3.0 1.0	Climb to 2 200 on NW leg within 25 mi (Being revised)
Tucson, Ariz.: Davis-Monthan Field, el. 2 692' Tucson Airport, el. 2 693' Tucson, N. Mex.: Tucson International Airport el 4 064'	(Major) let-down to Davis-Monthan Field. Fly contact from Davis-Monthan Field. NE-Min. enroute alt. E-5 200' (Amarillo range) S-Min. enroute alt. W-3 000' (Ottawa range) W-6 000' (SE leg Las Vegas) NE-2 200' (S leg Joplin) SE-2 200' (Verdugo River F.M.) final SW-2 200' (E leg Oklahoma City) NW-2 200' (S leg Wichita) NW-2 200' (Skiatook F.M.) NE-1 600' (W leg Shreveport) SW-2 200' (Skiatook F.M.) NW-2 200' (Skiatook F.M.)	None	W	10 mi -6 000' S side W leg 15 mi -6 000' S side W leg 20 mi -6 000' S side W leg 25 mi -6 000' S side W leg 10 mi -6 000' S side W leg 15 mi -6 000' S side W leg 20 mi -6 000' S side W leg 25 mi -6 000' S side W leg	5 500'	76°	2.2	R S A T	600 600 1 000 1 300	2.0 2.0 3.0 1.0	600 600 1 000 1 300	2.0 2.0 3.0 1.0	Climb to 5 200' on E leg  Climb to 2 200' on SW leg
Tulsa, Okla.: Tulsa Airport el 674	NE-1 600' (SE leg Las Vegas) SE-1 600' (Verdugo River F.M.) final SW-2 200' (E leg Oklahoma City) NW-2 200' (S leg Wichita) NW-2 200' (Skiatook F.M.) NE-1 600' (W leg Shreveport) SW-2 200' (Skiatook F.M.) NW-2 200' (Skiatook F.M.)	None	NE	10 mi -2 000' N side NE leg 15 mi -2 000' N side NE leg 20 mi -2 000' N side NE leg 25 mi -2 000' N side NE leg	1 500'	225°	1.0	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	1.5 1.0 3.0 1.0	Climb to 2 200' on SW leg
Tyler, Tex.: Potts Field el 543'		None	NW	10 mi -1 600' S side NW leg 15 mi -1 600' S side NW leg 20 mi -1 600' S side NW leg 25 mi -1 600' S side NW leg	1 100'	124°	1.6	R S A T	500 600 1 000 1 300	1.5 1.0 3.0 1.0	500 600 1 000 1 300	1.5 1.0 3.0 1.0	Climb to 1 600' on SE leg within 25 mi.

Station	Min. initial appr alt. from the direction and radio fix indicated	Shuttle	Final appr leg	Procedure turn min. at distances from radio range station	M'n alt over range final appr	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag bear	Dist. (mi.)	Day		Night		
								Cell (ft)	Vls. (mi)	Cell (ft)	Vls. (mi)	
Tyndall (Panama City); Fla : Tyndall Field el 10'	NE-1,400 (NW leg Tallahassee) SE-Min. enroute alt. SW-Min. enroute alt. NW-1,200' (E leg Eglin)	None	SE	10 mi -1,100 E side SE leg 15 mi -1,100 E side SE leg 20 mi -1,100 E side SE leg 25 mi -1,100 E side SE leg	000'	313°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,200 on NW leg	
Utton, N. Y. : Utica Airport, el 525'						151°	3.0	R S	1,000	2.0	(Being revised)	
Rome AFB, el 487'						318°	2.8	A T R S	1,000 300 1,000	2.0	(Being revised)	
Vichy, Mo : Vichy AFB, el 1,120'	NE-2,200' (V leg St. Louis) SE-3,000' (V leg Advance) SW-2,400' (Springfield range) NW-2,600' (S leg Columbia) SE-1,000' (Dallas range) SE-1,000' (Navasota range) S-2,000' (Austin range) NW-1,700' (S leg Ft. Worth) NE-5,500' (Spokane range) SE-Min. enroute alt. SW-3,000' (E leg Pendleton) NW-Min. enroute alt. (Maine let-down to Walla Walla AFB, NE-2,000' (V leg Advance) SE-2,400' (N leg Memphis) SW-Min. enroute alt. W-Min. enroute alt.	None	SE	10 mi -2,300 N side SE leg 15 mi -2,300 N side SE leg 20 mi -2,300 N side SE leg 25 mi -2,300 N side SE leg 10 mi -1,600 E side S leg 15 mi -1,600 E side S leg 20 mi -1,600 E side S leg 25 mi -1,600 E side S leg 10 mi -3,000 W side NE leg 15 mi -3,000 W side NE leg 20 mi -3,000 W side NE leg 25 mi -3,000 W side NE leg Walla AFB to Martin Airport) 10 mi -1,600 W side NE leg 15 mi -1,600 W side NE leg 20 mi -1,600 W side NE leg 25 mi -1,600 W side NE leg	1,800	310°	2.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,500 on NW leg	
Waco, Tex. : Waco Airport, el 500'		None	S	10 mi -1,600 E side S leg 15 mi -1,600 E side S leg 20 mi -1,600 E side S leg 25 mi -1,600 E side S leg	1,400'	0°	2.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,000' on N leg within 25 mi	
Walla Walla, Wash. : Walla Walla AFB, el 1,337'		None	NE	10 mi -1,600 E side S leg 15 mi -1,600 E side S leg 20 mi -1,600 E side S leg 25 mi -1,600 E side S leg	2,000'	152°	3.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 5,000' on SW leg within 20 mi of range station	
Martin Airport el 700', Walnut Ridge AFB, el 210'		None	NE	10 mi -1,600 E side S leg 15 mi -1,600 E side S leg 20 mi -1,600 E side S leg 25 mi -1,600 E side S leg	900'	174°	5.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,000' on SW leg	
Washington, D. C. : Anacostia NAS, el 10'----	NE-1,500' (V leg Baltimore)--- SE-1,600' (S leg Richmond) SW-1,600' (N leg Richmond) SW-1,600' (Mt. Vernon FM) SW-700' (Alexandria LF), final t NW-1,500' (E leg Front Royal)	None	SW	10 mi -1,500 E side SW leg 15 mi -1,500 E side SW leg 20 mi -1,500 E side SW leg 25 mi -1,500 E side SW leg	1,000'	41°	2.2				*Hills with obsts approx 300' immediately E. Proceed out NE leg from range alt. assume mistal approach. Descend to cross range alt. may be started after 700 may be started after passing Alexandria LF. If LFM not read final approach alt. reach alt over range on final approach is 1,500'. Climb to 1,500 on NE leg.	
Bolling Field, el 20' ----	NE-1,500' (V leg Baltimore)--- SE-1,600' (S leg Richmond) SW-1,600' (N leg Richmond) SW-700' (Mt. Vernon FM) SW-700' (Alexandria LF), final t NW-1,500' (E leg Front Royal)	None	SW	10 mi -1,500 E side SW leg 15 mi -1,500 E side SW leg 20 mi -1,500 E side SW leg 25 mi -1,500 E side SW leg	1,000'	83°	1.2				*Hills with obsts approx 300' immediately E. Proceed out NE leg from range alt. assume mistal approach. Descend to cross range alt. may be started after 700 may be started after passing Alexandria LF. If LFM not read final approach alt. reach alt over range on final approach is 1,500'. Climb to 1,500 on NE leg.	
Washington National Airport, el 17'	NE-1,500' (V leg Baltimore)--- SE-1,600' (S leg Richmond) SW-1,600' (N leg Richmond) SW-700' (Mt. Vernon FM) SW-700' (Alexandria LF), final t NW-1,500' (E leg Front Royal)	None	SW	10 mi -1,500 E side SW leg 15 mi -1,500 E side SW leg 20 mi -1,500 E side SW leg 25 mi -1,500 E side SW leg	1,000'	25°	0.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,500 on NW leg within 25 mi	
Wartown, S. Dak : Wartown Airport, el 1,745'	NE-1,500' (V leg Baltimore)--- SE-1,600' (S leg Richmond) SW-1,600' (N leg Richmond) SW-700' (Mt. Vernon FM) SW-700' (Alexandria LF), final t NW-1,500' (E leg Front Royal)	None	E	10 mi -2,000 N side E leg 15 mi -2,000 N side E leg 20 mi -2,000 N side E leg 25 mi -2,000 N side E leg	2,400'	225°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 3,000' on W leg within 25 miles	
Weeksville, N. O : Elizabeth City OAS, el 10'	NE-1,500' (V leg Baltimore)--- SE-1,600' (S leg Richmond) SW-1,600' (N leg Richmond) SW-700' (Mt. Vernon FM) SW-700' (Alexandria LF), final t NW-1,500' (E leg Front Royal)	None	SE	10 mi -2,000 N side E leg 15 mi -2,000 N side E leg 20 mi -2,000 N side E leg 25 mi -2,000 N side E leg	600'	310°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,200 on NW leg within 25 mi	
Wendover, Utah : Wendover Field, el 4,230'	NE-1,500' (V leg Baltimore)--- SE-1,600' (S leg Richmond) SW-1,600' (N leg Richmond) SW-700' (Mt. Vernon FM) SW-700' (Alexandria LF), final t NW-1,500' (E leg Front Royal)	None	SE	10 mi -2,000 N side E leg 15 mi -2,000 N side E leg 20 mi -2,000 N side E leg 25 mi -2,000 N side E leg	600'	310°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,200 on NW leg within 25 mi	

## RULES AND REGULATIONS

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing min. altitudes, or if landing not accomplished—
						Mag. bear	Dist. (mi.)	Day		Night		
								Cell. (ft.)	Vis. (mi.)	Cell. (ft.)	Vis. (mi.)	
West-Field Mass.: Barnes Airport el. 283'	N-3,000' (W leg Boston) -- E-2,600' (NE leg Hartford) -- S-2,600' (NW leg Hartford) -- NW-4,000' (Albany range)	None	S	10 mi -- 2,600' E side S leg 15 mi -- 2,600' E side S leg 20 mi -- 2,600' E side S leg 25 mi -- 2,600' E side S leg	1,800'	27°	1.7	R S	1,000 1,000 1,500 700	2.0 3.0 3.0 2.0	2.0 3.0 3.0 2.0	Climb to 3,000' on N leg.  (Being revised)
Westover (Chickopee Falls) Mass.: Westover Field el. 244'						230	2.7	A T R S	1,000 1,000 1,000 1,000	2.0 3.0 3.0 3.0	2.0 3.0 3.0 3.0	
West Palm Beach, Fla.: Palm Beach International Airport, el. 18'	N-1,500' (SE leg Melbourne) -- E-1,500' (NE leg Orlando) -- S-1,500' (SW leg Orlando) -- W-1,500' (W leg Orlando) --	None	W	10 mi -- 1,200' S side W leg 15 mi -- 1,200' S side W leg 20 mi -- 1,200' S side W leg 25 mi -- 1,200' S side W leg	600'	89°	2.4	A T R S	1,000 1,000 1,000 1,000	2.0 3.0 3.0 3.0	2.0 3.0 3.0 3.0	Climb to minimum enroute altitude on E leg
Whidbey Island, Wash.: Oak Harbor NAS, el. S. I., Whidbey Island NAS el. 17'								A T	1,000 1,000 1,000 1,000	2.0 3.0 3.0 3.0	2.0 3.0 3.0 3.0	(Being revised)
Whitcomb Mont.: OAA Int. Field, el. 4,665'	N-10,500' (Helena range) -- E-9,000' (Bozeman range) -- S-9,000' (Whitetail FM) -- NW-10,500' (Dillon range) -- NW-10,500' (S leg Butte) -- NE-12,000' (N leg Crestview) -- SE-12,000' (N leg Pensacola) -- SW-12,000' (N leg Pensacola) -- NW-12,000' (N leg Pensacola) -- (No associated airport.)	None	E	10 mi -- 8,000' N side E leg 15 mi -- 8,000' N side E leg 20 mi -- 8,000' N side E leg 25 mi -- 8,000' N side E leg	7,000	183	2.3	R S A T	800 1,000 1,000 2,000	1.5 3.0 3.0 2.0	2.0 3.0 3.0 2.0	Turn left and return to range station, then climb to 9,000' on E leg within 25 mi.
Whitting (Giffon), Fla.: Whiting Field NAS-North, el. 200'	N-1,200' (N leg Pensacola) -- SE-1,200' (N leg Pensacola) -- SW-1,200' (N leg Pensacola) -- (No associated airport.)	None	NW	10 mi -- 1,200' S side NW leg 15 mi -- 1,200' S side NW leg 20 mi -- 1,200' S side NW leg 25 mi -- 1,200' S side NW leg	700	130°	3.2	R S A T	500 500 1,000 1,000	1.5 1.5 3.0 3.0	1.5 1.5 3.0 3.0	Climb to 1,200 on SE leg
Whitmore, Calif.: Wichita Airport, el. 1372'	N-2,300' (W leg Chanute) -- S-2,600' (NW leg Tulsa) -- SW-3,000' (S leg Hutchinson) -- NW-3,000' (W leg Hutchinson) -- NW											



Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distances from radio range station	Min. alt. over range final appr.	Station to airport	Colling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear	Dist. (mi.)	Cell (ft.)	Vis. (mi.)	Night	
								Cell (ft.)	Vis. (mi.)	Cell (ft.)	Vis. (mi.)
Winslow, Ariz.: Winslow Airport, el. 4,987						100	1.5	500	2.0	500	2.0
Winslow-Salem, N. O.: Smith Reynolds Airport, el. 600						328°	5.1	1,000	3.0	1,000	3.0
Yakima, Wash.: Yakima Co. Airport, el. 1,077						267	4.7	800	2.0	800	2.0
Youngstown, Ohio: Youngstown Airport el. 1,178						183°	3.4	1,000	3.0	1,000	3.0
Yuma, Ariz.: Yuma Co. Airport, el. 213						105°	5.8	500	1.0	500	1.0

## (b) Instrument landing systems

Initial approach to ILS shall be made on following ranges	Transition to ILS				Final ILS	Procedure turn min. on ILS	Min. alt. at glide path interception	Glide path alt. over markers		Dist. from middle marker to app. end of runway	Minimums		If visual contact not established at authorized landing minimums or if landing not accomplished
	From—	To—	Mag. CRS (deg.)	Dist. (mi.)	Min. alt. (ft.)			Outer	Middle		Cell	Vis.	
Albuquerque, N. Mex.: Kirtland Airport, el. 5,539 (110.3 mcs)	Albuquerque Range	Perilla FM— Outer marker	170 330	11.5 10.3	8,000 6,500	293° S 163° S	8,000	0 330	4,540	3,529'	500	2.0	Climb to 10,000' on W leg
Amesbury, Mass.: Amesbury Airport, el. 604 (110.3 mcs)	Amesbury Range	NE leg ILS NE leg ILS Outer marker	77 267 23	2.5 2.4 10.4	4,700 4,700 4,700	203° NE 203° NE 23° SE	4,700	4 700	3 810	3 314'	500 400	1.5	Climb to 5,000' on S leg
Atlanta, Ga.: Atlanta Air Port, el. 1,030' (109.0 mcs)	Atlanta Range and SE leg ILS	Outer marker	149	2.0	2,100	325° SE	2,100	2 000	1 200'	3,635	500	1.5	Climb to 3,500' on NW leg
Austin, Tex.: Mueller Airport, el. 630' (109.0 mcs)	Austin Range	SE leg ILS NW leg ILS SE leg ILS	234 237	3.8 22.0	2,100 2,100	145° SE 335° SE 125° SE	2,100	2 040	830'	3,633'	500 400	1.5	Climb to 2,500' on NW leg of Austin within 25 mi
Brownsville, Tex.: International Airport, el. 22' (110.3 mcs)	Brownsville Range	N leg ILS N leg ILS	33 153	1.0 1.5	1 200 1 200	173° N 333° N	1 200	1 120	220	3 525	500	1.5	Climb to 1,200' on S leg Brownsville range
Buffalo, N. Y.: Buffalo Airport, el. 711' (109.0 mcs)	Buffalo Range	SW leg ILS NE leg ILS ILS localizer	63 232 110	0.0 0.0 3.4	2,600 2,600 1 200	232° NE 73° NE 145° NW	1 800	1 700'	630'	3 523	500 400	1.5	Climb to 2,600' on SW leg
Charleston, S. C.: Charleston Airport, el. 43' (110.3 mcs)	Charleston Range	Outer marker	353	5.8	1 200	323° NW	1 200	1 020	220'	3 410	500	1.5	Climb to 1 200' on E leg
Cheyenne, Wyo.: Cheyenne Airport, el. 6 157' (110.3 mcs)	Cheyenne Range	NW leg ILS Outer marker	63 153	2.3 7.2	1 200 2 200	232° E 83° E	7 200	7 200	6 300'	3 523'	500	1.5	Climb to 7,200' on S leg
Chicago, Ill.: Chicago Airport, el. 618' (109.0 mcs)	Chicago Range	Outer marker	313	4.8	2 200	132° NW	2 200	2 100	530'	4 171'	500	1.5	Climb to 2,600' heading S on N leg Harvey range
Cincinnati, Ohio: Greater Cincinnati Airport, el. 890' (109.0 mcs)	Cincinnati Range	Outer marker	160	21.0	2,100	320° S 160° S	2,100	1 600'	1 030'	3 203	500	1.0	Climb to 2,100' on N leg to NW leg Cincinnati
Dallas, Tex.: Love Field, el. 453' (110.3 mcs)	Dallas Range	Outer marker	341	4.0	1,700	120° NW 300° NW	1,700	1 700'	630	3 630	500	1.5	Climb to 2,000' on SE leg of ILS

Initial approach to ILS shall be made on following ranges	Transition to ILS					Procedure turn min on ILS	Glide path alt over markers		Dist from middle marker to app. end of runway	Minimums		If visual contact not established at authorized landing minimums of 1 landing not accomplished
	From—	To—	Magn. CRS (degs)	Dist. (mi)	Min. alt. (ft)		Outer	Middle		Cell	Vis	
Dayton, Ohio: Dayton Airport el 1 067' (110.3 mcs)	Dayton range Vernon FM. Int. S leg Dayton and SW leg ILS. Int. E leg Dayton and SW leg ILS.	SW leg ILS SW leg ILS Outer marker	200 125 35	3.5 8.5 2.0	2 200 2 200 2 200	2 200 S side SW leg (to be made 2 min SW outer marker)	2 100	1 307'	3 629'	R S	3/4	Climb to 2,200' on N leg Dayton to W leg Colum bus
Denver, Colo.: Stapleton Field el 5 320' (110.3 mcs)	Denver (L.F.) range -- Henderson FM. Int. NE leg ILS and E leg ILS. Int. NE leg ILS and S leg ILS. Int. NE leg ILS and S leg ILS. Int. W leg Denver (VHF) range and NE leg ILS.	NE leg ILS NE leg ILS Outer marker Outer marker Outer marker	50 92 200 20 200	4.1 8.6 1.0 4.9 4.0	6 300 6 300 6 300 6 300 6 300	6,300 S side NE leg.	6,300'	5,500'	3,402'	R S	1.5 3/4	Climb to 8,900' on S leg Denver (L.F.) range within 25 mi
Detroit, Mich.: Willow Run Airport el 716' (109.6 mcs)	Saline FM. Int. N leg Romulus and NE leg ILS. Romulus range. Int. N leg Toledo and SW leg Windsor Int. W leg El Paso and SW leg ILS. Hucoco Mountain FM. Newman MHW	SW leg ILS Outer marker SW leg ILS SW leg ILS Outer marker Newman MHW NE leg ILS	130 230 302 302 37 200 177	5.1 13.4 10.9 10.9 7.0 17.0 3.0	2 000 2 000 2 000 2 000 5 000 7 000 5 000	2 000 S side SW leg (to be made 2 min SW outer marker)	1 900'	1,015'	3 472'	R S	1.5 1.0	Climb to 2,000' on NE leg ILS to N leg Romulus Range
El Paso, Tex.: Anderson Field el 3 936' (109.5 mcs)	Ft. Worth range. Int. SE leg Wichita Falls and N leg Ft Worth Haslet FM. Grand Jet range	N leg ILS N leg ILS N leg ILS	185 215 329	11.0 2.0 17.5	2 000 2 000 8 000	2 000' W side N leg	2 000	950'	3 749'	R S	1.5 3/4	Climb to 8,000' on S leg El Paso range. *Maintain 8,000' and remain on E leg El Paso range until position estab. W of Hucoco Mountain F.M.
Fort Worth, Tex.: Meacham Field el 692' (109.0 mcs)	Int. E (visual) leg Grand Jet and SE leg ILS	Int. NW (aural) leg Grand Jet and NW leg ILS Int. NW (aural) leg Grand Jet and NW leg ILS	290	21.5	8 000	8,000 W side NE leg	6 100	5 040'	3,683'	R S	2.0 2.0	Climb to 2,000' on S leg Ft. Worth range. *Do not descend below glide path, bldg. 283' below glide path, 2.4 mi. S of outer marker. Make 180° turn to right and climb to 8,000' on NW leg of ILS to Int. of NW (aural) leg Grand Jet. and NW leg ILS, then proceed to Grand Jet. range climb to 11,000'. Operating dual VHF towers right, dual VHF towers left.
Grand Junction, Colo.: Walker Field el 4 842' (110.3 mcs)	Houston range Houston FM. Arcola FM. Olayton FM. Indianapolis range. Int. E leg Indianapolis and SW leg ILS. Int. S leg Indianapolis and SW leg ILS.	SW leg ILS SW leg ILS SW leg ILS SW leg ILS SW leg ILS Outer marker Outer marker	300 125 138 103 193 224 224	2.4 3.0 8.0 7.8 2.6 5.9 1.1	1 200 1 200 1 200 1 200 1 200 1 800 1 800	1 200 S side SW leg	1 180	350'	3 629'	R S	1.5 1.0	Climb to 2,400' on E leg of Indianapolis to NW leg of Cincinnati
Houston, Tex.: Houston Airport el 60' (109.0 mcs)	Int. S leg Jackson range and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 1,600' on S leg Jackson range
Jackson, Miss.: Hawkins Field el 343' (109.0 mcs)	Int. S leg Jacksonville and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 1,600' on S leg Jackson range
Jacksonville, Fla.: Jacksonville Airport No 1 el 52' (110.3 mcs)	Int. S leg Jacksonville and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 1,600' on S leg Jackson range
Knoxville, Tenn.: McGhee-Tyson Airport el 983' (110.3 mcs)	Int. S leg Jacksonville and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 2,169' making right turn to 270° to S leg. Minimums range.
Memphis, Tenn.: Memphis Airport el 253' (109.9 mcs)	Int. S leg Jacksonville and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 2,169' making right turn to 270° to S leg. Minimums range.
Moline, Ill.: Moline Airport el 330' (110.3 mcs)	Int. S leg Jacksonville and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 2,169' making right turn to 270° to S leg. Minimums range.
Newark, N.J.: Newark Airport el 15' (110.3 mcs)	Int. S leg Jacksonville and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 2,169' making right turn to 270° to S leg. Minimums range.
New Orleans, La.: Moisant International Airport el 3' (110.3 mcs)	Int. S leg Jacksonville and localizer Int. N leg Jacksonville and NE leg ILS. Jacksonville range -- Bryceville FM. Int. NE leg Knoxville and NE leg ILS. Memphis range Bryceville FM. Int. NE leg Memphis and E leg ILS.	NW leg ILS Outer marker on W leg. Outer marker Localizer Localizer SW leg ILS ILS localizer Outer marker W leg ILS W leg ILS Outer marker Outer marker NW leg ILS Outer marker	220 257 258 224 270 118 192 224 305 48 188 255 174 131	3.2 4.2 4.2 4.1 2.1 12.0 3.0 12.5 2.4 13.6 18.3 9.8 7.5 1.8	1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 200 1 700 1 700 1 800 1 800 2 100 2 100	1 600' S side NW leg	1 300'	543'	3 636'	R S	1.5 3/4	Climb to 2,169' making right turn to 270° to S leg. Minimums range.

Initial approach to ILS shall be made on following ranges	Transition to ILS			Final ILS app. leg.: inbound; outbound	Procedure turn min on ILS	Min. alt. at glide path intercept	Glide path alt over markers		Dist from middle marker to app. end of runway	Minimums		If visual contact not established at authorized landing minimums or if landing not accomplished
	From--	To--	Mag. CRS (deg)				Outer	Middle		Cell	Vls	
New York N Y: La Guardia Field, el 10' (100.0 mcs)	La Guardia range	NE leg ILS	224	1 500	4° SW	1 500	1 300	342	4 277'	R S	1.5 34	Climb to 1 500 on NE leg ILS
New York N Y: La Guardia Field, el 10' (100.0 mcs)	NE leg ILS	NE leg ILS	44	1 500	224 SW	1 500	1 300	342	4 277'	R S	1.5 34	Climb to 1 500 on NE leg ILS
Okla. City, Okla: W.H. Rogers Field, el 1 283' (100.0 mcs)	Okla. City range	S leg ILS	78	2 500	350° S	2 500	2 400'	1 482'	3 520	R S	1.5 34	Climb to 2 700 on N leg Oklahoma City range
Omaha, Neb.: Omaha Air port, el 692' (110.3 mcs)	Omaha range	Outer marker	208	2 500	130° NW	2 500	2 200'	1 102'	4 118	R S	1.5	Climb to 2 500 on SE leg of Omaha range within 25 mi.
Philadelphia, Pa.: Philadelphia SW Airport, el 10' (100.0 mcs)	Philadelphia range	W leg ILS	85	1 700	85° W	1 700	1 400'	205	3 520	R S	1.5	Climb to 1 700 on NE leg Philadelphia range
Raleigh, N. C.: Raleigh-Durham Airport, el 438' (110.3 mcs)	Raleigh range	ILS localizer	220	1 500	48° SW	1 500	1 350'	633'	3 314'	R S	1.5 34	Climb to 1 500 on NE leg via intersection NE leg localizer to NE leg range
St. Louis, Mo.: Lambert-St. Louis Airport, el 552' (110.3 mcs)	St. Louis range	Outer marker	228	1 500	228° SW	1 500	1 300'	633'	3 314'	R S	1.5 34	Climb to 1 500 on NE leg via intersection NE leg localizer to NE leg range
San Antonio (Alamo), Tex.: San Antonio (Alamo) Air port, el 500' (100.0 mcs)	San Antonio range	SW leg ILS	174	2 200	31° SW	2 200	2 000'	1 000	3 630'	R S	1.5 34	Climb to 2 000' on N leg Alamo range
Smoky Hill (Sallina), Kans.: Smoky Hill AFF, el 1283' (103.0 mcs)	Smoky Hill range	NE leg ILS	35	1 800	238° NE	1 800	1 620	760'	3 410	R S	1.5	Climb to 2 000' on W leg within 25 mi
Tulsa, Okla.: Tulsa Airport, el 674' (110.3 mcs)	Tulsa range	Outer marker	210	2 200	123° NW	2 200	2 100'	1 401'	4 700'	R S	1.5 34	Climb to 3 000' on S leg within 25 mi
Washington, D. C.: Washington National Airport, el 17' (102.0 mcs)	Washington range	S leg ILS	225	2 200	34° S	2 200	2 000'	820'	3 472'	R S	1.5	Climb to 2 500' on NW leg Tulsa range
Wichita, Kans.: Wichita Air port, el 1372' (110.3 mcs)	Wichita range	S leg ILS	184	2 800	153° S	2 800	2 700'	1 533	3 653	R S	1.5 34	Climb to 1 500' on NE leg of Washington range

This part shall become effective upon publication in the FEDERAL REGISTER

[SEAL]

[F R Dec 48-2063; Filed Mar 18 1948; 9:00 a. m.]

T. P. WRIGHT,  
Administrator of Civil Aeronautics

# **TITLE 21—FOOD AND DRUGS** **Chapter I—Food and Drug Administration, Federal Security Agency**

## **PART 170—ENFORCEMENT OF THE FEDERAL TEA ACT**

### **TEA STANDARDS**

Pursuant to sections 2 and 3 of the Federal Tea Act (29 Stat. 904, as amended by 35 Stat 163 and 41 Stat 712; 21 U S C, 41 et seq), the following standards prepared and submitted by the Board of Tea Experts are fixed and es-

published as standards under the Tea Act for the year beginning May 1, 1948, and ending April 30, 1949. Section 170.19 (b) is amended to read as follows:

§ 170.19 Tea standards.

(b) The following standards prepared and submitted by the Board of Tea Experts are hereby fixed and established as standards under the Tea Act for the year beginning May 1, 1948, and ending April 30, 1949:

- (1) Formosa Oolong
- (2) China Congou
- (3) India
- (4) Japan Green

(5) China Gunpowder

(6) Scented Canton (to be used for all scented teas)

(7) Canton Oolong

(8) Formosa, Black (to be used for Formosa and Japan Black)

These standards apply to tea shipped from abroad on or after May 1, 1948. Tea shipped prior to May 1, 1948, will be governed by the standards which became effective May 1, 1947 (12 F R 1978).

Notice and public procedure are not necessary prerequisites to the promulgation of this order, and I so find, since it is based upon the recommendation of the

Board of Tea Experts, which is comprised of experts in teas drawn from the tea trade and the Food and Drug Administration so as to be representative of that trade as a whole

(Secs 2, 3, 29 Stat, 605 as amended; 21 U S C 41 et seq)

Dated: March 16 1948

[SEAL]

OSCAR R. EWING,  
Administrator

[F R Dec 48-2408; Filed, Mar 18, 1948; 9:05 a. m.]

**TITLE 26—INTERNAL REVENUE****Chapter I—Bureau of Internal Revenue, Department of the Treasury****Subchapter A—Income and Excess Profits Taxes**

[T. D. 5607]

**PART 29—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1941****EXEMPTION FROM WITHHOLDING**

PARAGRAPH 1. Section 29.143-3 of Regulations 111, as amended by Treasury Decision 5580, approved November 13, 1947 (26 CFR 29.143-3) is further amended by striking out the fifth paragraph and inserting in lieu thereof the following:

§ 29.143-3 *Exemption from withholding.* \* \* \*

The salary or other compensation for personal services of a nonresident alien individual who enters or leaves the United States at frequent intervals, shall not be subject to deduction and withholding of income tax at the source if:

(1) Such nonresident alien is a resident of Canada or Mexico, or

(2) Such nonresident alien is engaged in agricultural labor as defined in section 1426 (h) of the Internal Revenue Code.

PAR. 2. Because the purpose of this Treasury decision is to relieve restriction it is found that it is unnecessary to issue such Treasury decision with notice and public procedure thereon under section 4 (a) of the Administrative Procedure Act, approved June 11, 1946, or subject to the effective date limitation of section 4 (c) of said act.

PAR. 3. This Treasury decision shall be effective upon its filing for publication in the FEDERAL REGISTER.

(53 Stat. 32; 26 U. S. C. 62)

[SEAL] GEO. J. SCHOENEMAN,  
*Commissioner of Internal Revenue.*

Approved: March 12, 1948.

A. L. M. WIGGINS,  
*Acting Secretary of the Treasury.*

[F. R. Doc. 48-2383; Filed, Mar. 18, 1948; 9:03 a. m.]

**TITLE 32—NATIONAL DEFENSE****Chapter VIII—Office of International Trade, Department of Commerce****Subchapter B—Export Control**

[Amdt. 398]

**POSITIVE LIST OF COMMODITIES****MISCELLANEOUS AMENDMENTS**

Appendix A, "Positive List of Commodities," is amended by adding thereto the following commodities:

Dept. of Commerce Sched. No.	Commodity	Unit	GLV dollar value limits
698500 698710	Steel mill products: Woven-wire fencing..... Wire cable and rope, except insulated.	Lb..... Lb.....	100 100

Shipments of any of the above commodities removed from general license which were on dock, on lighter, laden aboard an exporting carrier, or in transit to a port of exit pursuant to an actual order for export prior to the effective date of this amendment may be exported under the previous general license provisions.

This amendment shall become effective March 22, 1948.

(Sec. 6, 54 Stat. 714, 55 Stat. 206, 56 Stat. 463, 58 Stat. 671, 59 Stat. 270, 60 Stat. 215, 61 Stat. 214, 61 Stat. 321, Pub. Law 395, 80th Cong., 50 U. S. C. App. and Supp. 701, 702; E. O. 9630, Sept. 27, 1945, 10 F. R. 12245; E. O. 9919, Jan. 3, 1948, 13 F. R. 59)

Dated: March 5, 1948:

FRANCIS MCINTYRE,  
*Assistant Director  
Office of International Trade.*

[F. R. Doc. 48-2382; Filed, Mar. 18, 1948; 9:03 a. m.]

**TITLE 33—NAVIGATION AND NAVIGABLE WATERS****Chapter II—Corps of Engineers, Department of the Army****PART 203—BRIDGE REGULATIONS****HACKENSACK RIVER AND OVERPECK CREEK, NEW JERSEY**

Pursuant to the provisions of section 5 of the River and Harbor act of August 18, 1894 (28 Stat. 362; 33 U. S. C. 499) § 203.221 (f) (12 F. R. 4963) is hereby amended by deleting the subparagraphs designated "Hackensack River" and "Overpeck Creek," as follows:

§ 203.221 *Navigable waters of the United States within the State of New Jersey; where constant attendance of draw tenders is not required.* \* \* \* (f) \* \* \*

Hackensack River; Bergen County highway bridges at Anderson Street, Hackensack, at Newbridge, and at Bridge Street, River Edge. At least 24 hours' advance notice required. (Revoked.)

Overpeck Creek; Bergen County highway bridges near Ridgely Park (Bergen Turnpike) and at Leonia (Fort Lee Turnpike). At least 24 hours' advance notice required. (Revoked.)

[Regs. Feb. 21, 1948 (CE 823.01)—ENGWR] (28 Stat. 362; 33 U. S. C. 499)

[SEAL] EDWARD F. WITSELL,  
*Major General,  
The Adjutant General.*

[F. R. Doc. 48-2370; Filed, Mar. 18, 1948; 8:58 a. m.]

**TITLE 43—PUBLIC LANDS: INTERIOR****Subtitle A—Office of the Secretary****PART 2—AVAILABILITY OF OFFICIAL RECORDS**

Part 2 of Subtitle A is revised to read as follows:

Sec.

2.1 Inspection.

2.2 Determinations as to availability of Records.

2.3 Applications

2.4 Charges.

2.5 Opinions and orders.

AUTHORITY: §§ 2.1 to 2.5, inclusive, issued under 37 Stat. 497, sec. 3, 60 Stat. 238; sec. 1, 61 Stat. 621; 5 U. S. C., 488, 1002.

§ 2.1 *Inspection.* Unless the disclosure of matters of official record would be prejudicial to the interests of the Government, they shall be made available for inspection or copying, and copies may be furnished, during regular business hours at the request of persons properly and directly concerned with such matters. Requests for permission to inspect official records or for copies will be handled with due regard for the dispatch of other public business.

§ 2.2 *Determinations as to availability of records.* In the first instance, the person whose general duties include the responsibility for the custody of a record shall determine whether the disclosure of the record would be prejudicial to the interests of the Government and whether the person making the request is properly and directly concerned with the subject matter. If a request for permission to inspect records or for copies is denied, the applicant may submit his request to the head of the bureau or office.

An appeal from an adverse decision of the head of a bureau or office may be taken by the applicant to the Secretary. The Under Secretary and the Assistant Secretaries of the Interior are severally authorized to take final action upon any such appeal.

§ 2.3 *Applications.* The head of a bureau or office may require that a request for permission to inspect or to obtain copies of official records shall be made in writing and in such form as he may prescribe. The head of a bureau or office may require the deposit in advance of an amount sufficient to pay the charges for furnishing copies.

§ 2.4 *Charges.* (a) The Chief Clerk of the Department shall establish a schedule of charges to be collected by all bureaus and offices from the public for mimeograph, multigraph, multilith, blue print, photostatic, and typewritten copies of official records. The heads of bureaus and offices shall establish charges for copies made by other processes. All such charges shall be equal to the cost of producing the copies furnished.

(b) A charge of 25 cents shall be made for each certificate or verification attached to authenticated copies of official records furnished to the public.

(c) No charge shall be made for furnishing unauthenticated copies of any rules, regulations, or instructions printed by the Government for gratuitous distribution.

(d) No charge shall be made for the making or verification of copies of official records which are required for official use by the officers of any branch of the Government.

(e) Money received from the collection of charges fixed under this section shall be deposited in the Treasury to the credit of the appropriation current and

chargeable for the cost of furnishing the copies.

(f) This section does not apply to the establishment of fees or charges for copies of records pertaining to the enrollment of members of the Five Civilized Tribes, as authorized by section 8 of the act of April 26, 1906 (34 Stat. 136), for certified copies of the records of any Indian agency or Indian school; for certified copies, issued by the Secretary, of the official character of an officer of the Department; or for copies of aerial or other photographs and mosaics sold by the Geological Survey. This section does not apply to other charges specifically established by statute.

§ 2.5 *Opinions and orders.* (a) Each bureau of the Department shall maintain, in the headquarters office of the bureau or in the field office in which final action is taken, a file containing copies of all final opinions and orders issued by the bureau (including those approved by the Secretary) in the adjudication of cases, except opinions and orders which the head of the bureau or the Secretary may for good cause require to be held confidential and which are not cited as precedents.

(b) The Office of the Solicitor shall maintain a file containing copies of all final opinions and orders issued by the Secretary or the Solicitor in the adjudication of cases, except opinions and orders which the Secretary or the Solicitor may for good cause require to be held confidential and which are not cited as precedents.

(c) The files mentioned in this section may be inspected by the public at any time during regular business hours.

OSCAR L. CHAPMAN,

*Under Secretary of the Interior.*

MARCH 15, 1948.

[F. R. Doc. 48-2368; Filed, Mar. 18, 1948; 8:58 a. m.]

## Chapter I—Bureau of Land Management, Department of the Interior

### PART 162—LIST OF ORDERS CREATING AND MODIFYING GRAZING DISTRICTS

#### UTAH

CROSS REFERENCE: For order taking precedence over but not modifying the order of the Acting Secretary of the Interior of Sept. 15, 1939, which established Utah Grazing District No. 9, see Air Navigation Site Withdrawal No. 244 of the Department of the Interior in the Notices-section, *infra*. The Secretary's order is tabulated in § 162.1.

#### Appendix—Public Land Orders

[Public Land Order 457]

#### NEVADA

REVOKING PUBLIC LAND ORDER NO. 145 OF JULY 8, 1943, WITHDRAWING PUBLIC LANDS FOR USE IN CONNECTION WITH PROSECUTION OF WAR

By virtue of the authority vested in the President and pursuant to Executive

Order No. 9337 of April 24, 1943, (3 CFR, Cum. Supp.) it is ordered as follows:

Public Land Order No. 145 of July 8, 1943, withdrawing public lands in connection with the prosecution of the war, is hereby revoked.

The jurisdiction over and use of the lands granted by Public Land Order No. 145 shall cease upon the date of the signing of this order. Thereupon, the jurisdiction over and administration of such lands shall be vested in the Department of the Interior and any other Department or agency of the Federal Government, according to their respective interests then of record.

This order shall not otherwise become effective to change the status of such lands until 10:00 a. m. on May 14, 1948. At that time the lands shall, subject to valid existing rights and the provisions of existing withdrawals, become subject to application, petition, location, or selection as follows:

(a) *Ninety-day period for preference-right filings.* For a period of 90 days from May 14, 1948, to August 13, 1948, inclusive, the public lands affected by this order shall be subject to (1) application under the homestead or the desert land laws, or the small tract act of June 1, 1938 (52 Stat. 609, 43 U. S. C. 682a) as amended, by qualified veterans of World War II, for whose service recognition is granted by the act of September 27, 1944 (58 Stat. 747, 43 U. S. C. 279-283), subject to the requirements of applicable law, and (2) application under any applicable public-land law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Applications by such veterans shall be subject to claims of the classes described in subdivision (2)

(b) *Twenty-day advance period for simultaneous preference-right filings.* For a period of 20 days from April 24, 1948, to May 14, 1948, inclusive, such veterans and persons claiming preference rights superior to those of such veterans, may present their applications, and all such applications, together with those presented at 10:00 a. m. on May 14, 1948, shall be treated as simultaneously filed.

(c) *Date for non-preference-right filings authorized by the public-land laws.* Commencing at 10:00 a. m. on August 14, 1948, any of the lands remaining unappropriated shall become subject to such application, petition, location, or selection by the public generally as may be authorized by the public-land laws.

(d) *Twenty-day advance period for simultaneous non-preference-right filings.* Applications by the general public may be presented during the 20-day period from July 26, 1948, to August 14, 1948, inclusive, and all such applications, together with those presented at 10:00 a. m. on August 14, 1948, shall be treated as simultaneously filed.

Veterans shall accompany their applications with certified copies of their certificates of discharge, or other satisfactory evidence of their military or naval service. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated affidavits in support thereof,

setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the District Land Office at Carson City, Nevada, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations (Circular No. 324, May 22, 1914, 43 L. D. 254) and Part 296 of that title, to the extent that such regulations are applicable. Applications under the homestead laws shall be governed by the regulations contained in Parts 166 to 170, inclusive, of Title 43 of the Code of Federal Regulations and applications under the desert land laws and the small tract act of June 1, 1938, shall be governed by the regulations contained in Parts 232 and 257, respectively, of that title.

Inquiries concerning these lands shall be addressed to the District Land Office at Carson City, Nevada.

The lands affected by this order are in the following described area:

MOUNT DIABLO MEMORIAL

T. 11 N., R. 36 E.,  
Sec. 33, SW $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ ,  
NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

The area described contains 169 acres. Available information received indicates that the land is mountainous in character, lying on steep westward slopes of the Paradise Range at an average elevation of 5,500 feet.

C. GIRARD DAVIDSON,

*Assistant Secretary of the Interior.*

MARCH 12, 1948.

[F. R. Doc. 48-2366; Filed, Mar. 18, 1948; 8:53 a. m.]

## TITLE 46—SHIPPING

### Chapter II—United States Maritime Commission

#### PART 221—DOCUMENTATION, TRANSFER OR CHARTER OF VESSELS

[Gen. Order 59, Amdt. 1, Rev.]

SALE, LEASE, CHARTER, DELIVERY, OR TRANSFER OF VESSELS TO ALIENS AND AGREEMENTS THEREFOR

Paragraph (c) of § 221.7 *Approval of charters of certain vessels to aliens* is amended by inserting the words "between foreign ports or" immediately following the word "voyages" so that said paragraph (c) as revised shall read as follows:

(c) That is a tank vessel, for a voyage or voyages between foreign ports or between United States and foreign ports, except for the transportation of petroleum products from a port or ports in the Western Hemisphere to a port or ports in the United States, its territories or possessions.

(52 Stat. 964; 40 Stat. 901)

By order of the United States Maritime Commission.

[SEAL]

A. J. WILLIAMS,  
*Secretary.*

MARCH 11, 1948.

[F. R. Doc. 48-2371; Filed, Mar. 18, 1948; 8:46 a. m.]

# PROPOSED RULE MAKING

## DEPARTMENT OF AGRICULTURE

### Production and Marketing Administration

#### [7 CFR, Parts 725, 7261]

#### BURLEY, FLUE-CURED, FIRE-CURED, AND DARK AIR-CURED TOBACCO

#### NOTICE OF FORMULATION OF REGULATIONS RELATING TO MARKETING OF TOBACCO, COLLECTION OF MARKETING PENALTIES, RECORDS AND REPORTS FOR 1948-49 MARKETING YEAR

Pursuant to the authority contained in the applicable provisions of the Agricultural Adjustment Act of 1938, as amended (7 U. S. C. 1301, 1311-1314, 1372-1375) the Secretary of Agriculture is preparing to formulate marketing quota regulations governing the issuance of marketing cards, the identification of tobacco, the collection and refund of penalties, and the records and reports incident thereto on the marketing of Burley, flue-cured, fire-cured, and dark air-cured tobacco for the 1948-49 marketing year.

Consideration is being given to changes in the provisions of the 1948-49 regulations from those of the 1947-48 regulations, as follows:

1. A change in the provision relating to the use of the Bill of Nonwarehouse Sale which would require the execution of this form to cover any sale of tobacco by a farmer to a warehouseman or dealer other than a sale at public auction through a warehouse in the regular course of business. The 1947-48 regulations required the execution of this form to cover all sales except where the tobacco was purchased by a warehouseman and a memorandum of sale was executed by the warehouseman or his representative who was authorized to issue memoranda of sale.

2. The discontinuance in the 1948-49 regulations of the provision in the 1947-48 regulations under which a producer could dispose of excess tobacco by payment at the county office of the estimated amount of penalty due on such tobacco prior to marketing any tobacco from the farm. Provision was made in the 1947-48 regulations for a final settlement after marketings from the farm were completed for determining the correct amount of penalty due.

Prior to the final adoption and issuance of such regulations, consideration will be given to any data, views and recommendations pertaining thereto which are submitted in writing to the Director, Tobacco Branch, Production and Marketing Administration, United States Department of Agriculture, Washington 25, D. C. All submissions must be postmarked not later than March 31, 1948.

Issued at Washington, D. C. this 15th day of March 1948.

[SEAL]

JESSE B. GILMER,  
Administrator

[F. R. Doc. 48-2372; Filed, Mar. 18, 1948; 9:02 a. m.]

#### [7 CFR, Part 962]

#### FRESH PEACHES GROWN IN GEORGIA

#### NOTICE OF RECOMMENDED DECISION AND OPPORTUNITY TO FILE WRITTEN EXCEPTIONS WITH RESPECT TO PROPOSED AMENDMENTS TO MARKETING AGREEMENT AND ORDER

#### Correction

In Federal Register Document No. 48-2298 appearing at page 1379 of the issue for Wednesday, March 17, 1948, the following changes should be made:

1. On page 1380, column 1, lines 15 and 16, the word "regularity" should read "regulatory." Ten lines from the bottom of the same column a comma should be inserted between the words "immature decayed."

2. On page 1381, column 1, a period should replace the colon at the end of paragraph (5)

3. On page 1382, column 1, amendatory paragraph (6) line 10, the first "the" should be deleted. In column 2, line 1, the word "agreements" should read "agreement."

## FEDERAL SECURITY AGENCY

### Food and Drug Administration

#### [21 CFR, Part 32]

#### [Docket No. FDC 52]

#### FROZEN FRUITS, FROZEN FRUITS WITH DRY SWEETENING AGENTS, AND FROZEN FRUITS IN LIQUID PACKING MEDIA

#### NOTICE OF HEARING WITH RESPECT TO DEFINITIONS AND STANDARDS OF IDENTITY AND STANDARDS OF FILL OF CONTAINER

In the matter of fixing and establishing definitions and standards of identity and standards of fill of container for frozen fruits, frozen fruits with dry sweetening agents, and frozen fruits in liquid packing media.

Notice is hereby given that the Federal Security Administrator, in accordance with the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055; 21 U. S. C., 341, 371) will hold a public hearing commencing at 10 o'clock, eastern standard time, in the morning of April 19, 1948, in Room 5541, Federal Security Building, Independence Avenue and Fourth Street SW., Washington, D. C., for the purpose of receiving evidence upon the basis of which regulations may be promulgated fixing and establishing reasonable definitions and standards of identity and standards of fill of container for frozen fruits, frozen fruits with dry sweetening agents, and frozen fruits in liquid packing media.

Mr. Lawrence E. Bobker is hereby designated as presiding officer to conduct the hearing in the place of the Administrator, with full authority to administer oaths and affirmations and to do all other things appropriate to the conduct of the hearing. The presiding officer is required to certify the entire rec-

ord of the proceedings to the Administrator for initial decision.

The hearing will be conducted in accordance with the rules of practice provided therefor.

At the hearing evidence will be restricted to testimony and exhibits that are relevant and material to the subject matter of the proposals.

Proposed regulations that are subject to adoption, rejection, amendment, or modification by the Administrator, in whole or in part, as the evidence adduced at the hearing may require, are set forth below.

§ 32.0 *Frozen fruits; identity; label statement of optional ingredients.* (a) The frozen fruits for which definitions and standards of identity are prescribed by this section are the frozen foods each of which is made by freezing a properly prepared fruit ingredient or mixture of fruit ingredients specified in paragraph (b) of this section, but do not include frozen pureed fruits. To such fruit ingredient or mixture of fruit ingredients (other than unstemmed currants and unstemmed grapes) may be added an optional sweetening ingredient prescribed in paragraph (c) (1) of this section, or an optional liquid packing medium prescribed in paragraph (c) (2) of this section, in such amounts that the weight of liquid packing medium is not less than ----- percent of the combined weight of fruit ingredient and packing medium.) One or more of the optional ingredients named in paragraph (e) of this section may be added. For the purposes of this section proper preparation includes operations necessary for preparing the fruit ingredients for food use, but does not include operations resulting in loss of fruit juice. Fruits which have been in contact with water are thoroughly drained. Peeling of apricots, peaches, and nectarines may be facilitated by scalding with steam, hot water, or lye solution, with removal of the lye solution when it is used. The fruit ingredients, before or after addition of the optional sweetening ingredient or the optional liquid packing medium, may be cooked.

(b) (1) The fruit ingredients referred to in paragraph (a) of this section are:

Diced peeled apricots.  
Diced unpeeled apricots.  
Sliced peeled apricots.  
Sliced unpeeled apricots.  
Quartered peeled apricots.  
Quartered unpeeled apricots.  
Halved peeled apricots.  
Halved unpeeled apricots.  
Whole peeled apricots.  
Whole unpeeled apricots.  
Pitted peeled apricots.  
Pitted unpeeled apricots.  
Apricots, pieces of irregular sizes and shapes.  
Blackberries.  
Blueberries.  
Boysenberries.  
Dark sweet pitted cherries.  
Dark sweet partially pitted cherries.  
Dark sweet whole cherries.  
Light sweet pitted cherries.



Light sweet partially pitted cherries.  
 Light sweet unpitted cherries.  
 Red sour (or tart) pitted cherries.  
 Red sour (or tart) partially pitted cherries.  
 Red sour (or tart) unpitted cherries.  
 Stemmed currants.  
 Unstemmed currants.  
 Gooseberries.  
 Stemmed grapes.  
 Unstemmed grapes.  
 Huckleberries.  
 Loganberries.  
 Diced unpeeled nectarines.  
 Sliced unpeeled nectarines.  
 Quartered unpeeled nectarines.  
 Halved unpeeled nectarines.  
 Whole unpeeled nectarines.  
 Pitted unpeeled nectarines.  
 Nectarines, pieces of irregular sizes and shapes.  
 Diced peeled freestone peaches.  
 Sliced peeled freestone peaches.  
 Quartered peeled freestone peaches.  
 Halved peeled freestone peaches.  
 Whole peeled freestone peaches.  
 Freestone peaches, pieces of irregular sizes and shapes.  
 Diced peeled cling peaches.  
 Sliced peeled cling peaches.  
 Quartered peeled cling peaches.  
 Halved peeled cling peaches.  
 Whole peeled cling peaches.  
 Cling peaches, pieces of irregular sizes and shapes.  
 Sliced plums.  
 Halved plums.  
 Pitted plums.  
 Unpitted plums.  
 Red raspberries.  
 Black raspberries.  
 Cut rhubarb.  
 Rhubarb stalks.  
 Sliced strawberries.  
 Whole strawberries.  
 Youngberries.

(2) Any mixture of properly prepared fruit ingredients, other than pureed fruits, which contains one or more of the fruit ingredients listed in subparagraph (1) of this paragraph. In such mixtures the percent by weight of the fruit ingredients present in smaller amounts, computed on the basis of total weight of fruit ingredients present, is not less than:

Number of fruits in mixture:	Minimum percent by weight of fruit
2.....	Neither less than 25%.
3.....	None less than 20%.
4.....	One not less than 5%, each of others not less than 15%.
5 or more....	Each of 2 not less than 5%, each of others not less than 10%.

(3) For the purposes of this section, pitted cherries are cherries containing not more than 1 pit in each 20 ounces of the frozen food. Partially pitted cherries are incompletely pitted cherries containing more than 1 pit in each 20 ounces of the frozen food. The number of pits is determined as follows:

Collect at random at least 24 pounds of sample from two or more containers. Count the pits and pieces of pit shell in the weighed sample. Count a piece of pit shell equal to or smaller than one-half pit shell as one-half pit, and a piece of pit shell larger than one-half pit shell as one pit; but when two or more pieces of pit shell are within or attached to a single cherry, count such pieces as one-half pit if their combined size is equivalent to that of one-half pit shell or less, and as one pit if their combined size is

equivalent to that of more than one-half pit shell. From the total number of pits so counted and the combined weight of the contents of all the containers, calculate the number of pits present in each 20 ounces of frozen food.

(c) (1) The optional sweetening ingredients referred to in paragraph (a) of this section are:

(i) Sugar.

(ii) Any mixture of sugar with dextrose or corn sirup solids or both, which contains not less than 66⅔ percent by weight of sugar.

(2) The optional liquid packing media referred to in paragraph (a) of this section are:

(i) Heavy sirup.

(ii) Medium sirup.

(iii) Light sirup.

(iv) Corn sirup.

Each of the liquid packing media named in subdivisions (i), (ii), and (iii) of this subparagraph is an aqueous sirup made with one or any combination of the following saccharine ingredients, within the limitations prescribed herein:

Sugar.

Invert sugar sirup.

Dextrose.

Corn sirup solids.

Corn sirup.

Glucose sirup.

The total solids of each of the liquid packing media, subdivisions (i), (ii), and (iii) of this subparagraph, shall contain not less than 66⅔ percent by weight of sugar or invert sugar or any mixture of these.

The percent of solids, as determined by the Brix hydrometer, of heavy sirup, is not less than 60; of the medium sirup less than 60 but not less than 50; and of light sirup less than 50 but not less than 40. When corn sirup is used as the sole packing medium it contains not less than 75 percent by weight of solids.

(3) Light sirup and medium sirup shall not be used with sliced strawberries or with red sour pitted cherries.

(d) For the purposes of this section:

(1) The term "sugar" means refined sucrose.

(2) The term "invert sugar sirup" means an aqueous solution of inverted or partly inverted refined or partly refined sucrose, the solids of which contain not more than 0.3 percent by weight of ash, and which is odorless and flavorless except for sweetness.

(3) The term "dextrose" means the hydrated or anhydrous refined monosaccharide obtained from hydrolyzed starch.

(4) The term "corn sirup" means a clarified and concentrated aqueous solution of the products obtained by the incomplete hydrolysis of cornstarch; the solids of corn sirup contain not less than 40 percent by weight of reducing sugars calculated as anhydrous dextrose.

(5) The term "corn sirup solids" means dried corn sirup.

(6) The term "glucose sirup" means a sirup which conforms to the definition in this paragraph for corn sirup, except that it is made from starch other than cornstarch.

(e) The optional ingredients referred to in paragraph (a) of this section are:

(1) Ascorbic acid.

(2) Citric acid.

(3) Salt.

(4) Other designated ingredients as the evidence adduced at the hearing warrants.

(5) Any mixture of two or more of ingredients, subparagraphs (1) to (4), inclusive, of this paragraph.

(f) (1) For the purposes of this paragraph the words in the name of a fruit ingredient appearing in paragraph (b) (1) of this section may be arranged in a different order. Where a fruit ingredient for which no name is prescribed in paragraph (b) (1) is used in a mixture of fruit ingredients prescribed in paragraph (b) (2) of this section, its common name is used.

(2) The names of the frozen fruits and mixtures of frozen fruits for which definitions and standards of identity are prescribed by this section are:

(i) If no sweetening ingredient or packing medium is used:

(a) In the case of a single fruit ingredient listed in paragraph (b) (1) of this section the name of the frozen food is the name of the fruit ingredient as prescribed therein.

(b) In the case of a mixture of fruit ingredients described in paragraph (b) (2) of this section the name of the frozen food is a combination of the names of the fruit ingredients, or the words "Mixed Fruits" followed by the name of the fruit ingredients as prescribed by paragraph (b) (2) of this section. In either case the names of the fruit ingredients are arranged in the descending order of the predominance by weight, if any, of such ingredients.

(ii) If one of the optional sweetening ingredients prescribed in paragraph (c) (1) of this section is used, the name of the frozen food is the name prescribed by subdivision (i) of this subparagraph, followed by the words "\_\_\_\_\_ Parts Fruit To One Part \_\_\_\_\_," the first blank being filled in with the number of parts by weight of the fruit ingredient or ingredients to one part by weight of sweetening ingredient; the second blank being filled in with the word "Sugar" or the words "Sugar" followed by the names of the other optional sweetening ingredients used in descending order of predominance by weight, if any, but if such a frozen food is packed in a container suitable for household use and the number of parts of fruit to one part sweetening agent is not more than 5 and not less than 4, the name of the frozen food is that prescribed in subdivision (i) of this subparagraph, followed by the words "In \_\_\_\_\_," the blank being filled in with the word "Sugar" or the words "Sugar" followed by the name or names of the other optional sweetening ingredients used in descending order of predominance by weight, if any.

(iii) If one of the optional liquid packing media prescribed by paragraph (c) (2) of this section is used the name of the frozen food is the name prescribed by subdivision (i) of this subparagraph followed by the words "In \_\_\_\_\_," the blank being filled in with the name of the packing medium by which it is designated in paragraph (c) (2) of this section.



(iv) If any such fruit ingredient is cooked the word "Cooked" shall immediately precede or follow the name of such fruit ingredient wherever it appears in the name of the frozen food.

(v) In the case of frozen food packed in containers of more than 10 pounds net weight, evidence will be taken in the matter of establishing names for such frozen foods other than those prescribed by subdivision (iii) of this subparagraph and in the matter of requiring label statements of the optional ingredients used in preparing light, medium, and heavy syrups described in paragraph (c) (2) of this section.

(g) When the optional ingredients designated under paragraph (e) (1) and (2) of this section are used, the label shall bear the statement "\_\_\_\_\_ added as preservative to retard discoloration" the blank being filled in with the name or names of the preserving ingredients used. When the optional ingredient designated in paragraph (e) (1) of this section is used, the label shall bear the additional statement: "The added ascorbic acid cannot be relied on to enhance nutritive value."

(h) Wherever the name of the frozen food appears on the label so conspicuously as to be easily seen under customary conditions of purchase, the words and statements herein specified, showing the optional ingredients present, shall immediately precede or follow such name without intervening written, printed, or graphic matter, except that the specific varietal name of the fruit may so intervene.

§ 32.1 *Frozen fruits; fill of container; label statement of substandard fill.* (a) The standards of fill of container for

frozen fruits with liquid packing medium are:

The maximum percentages by weight of a liquid packing medium which shall be used with specified frozen fruits, stated as percent by weight of the combined weights of fruit ingredient and packing medium are:

*Maximum Percent by Weight of Liquid Packing Medium in Combined Weights of Fruit Ingredient and Packing Medium*

*Kinds and forms of frozen fruits:*

Apricots, peeled dice.....	25
Apricots, unpeeled dice.....	25
Apricots, peeled slices.....	30
Apricots, unpeeled slices.....	30
Apricots, peeled quarters.....	35
Apricots, unpeeled quarters.....	35
Apricots, peeled halves.....	37
Apricots, unpeeled halves.....	37
Apricots, peeled whole.....	37
Apricots, unpeeled whole.....	37
Apricots, peeled pitted.....	30
Apricots, unpeeled pitted.....	30
Apricots, pieces of irregular sizes and shapes.....	30
Blackberries.....	25
Blueberries.....	25
Boysenberries.....	25
Cherries, pitted dark sweet.....	25
Cherries, partially pitted dark sweet.....	25
Cherries, unpitted dark sweet.....	25
Cherries, pitted light sweet.....	25
Cherries, partially pitted light sweet.....	25
Cherries, unpitted light sweet.....	25
Cherries, pitted red sour (or tart).....	25
Cherries, partially pitted red sour (or tart).....	25
Cherries, unpitted red sour (or tart).....	25
Currants, stemmed.....	25
Currants, unstemmed.....	0
Gooseberries.....	25
Grapes, stemmed.....	25
Grapes, unstemmed.....	0
Huckleberries.....	25
Loganberries.....	25
Nectarines, unpeeled dice.....	25
Nectarines, unpeeled slices.....	30
Nectarines, unpeeled quarters.....	35

*Maximum Percent by Weight of Liquid Packing Medium in Combined Weights of Fruit Ingredient and Packing Medium—Con.*

*Kind and forms of frozen fruits—Con.*

Nectarines, unpeeled halves.....	35
Nectarines, unpeeled whole.....	37
Nectarines, unpeeled pitted.....	37
Nectarines, pieces of irregular sizes and shapes.....	30
Freestone peaches, peeled dice.....	25
Freestone peaches, peeled slices.....	31
Freestone peaches, peeled quarters.....	35
Freestone peaches, peeled halves.....	35
Freestone peaches, peeled whole.....	37
Freestone peaches, pieces of irregular sizes and shapes.....	30
Cling peaches, peeled dice.....	25
Cling peaches, peeled slices.....	31
Cling peaches, peeled quarters.....	35
Cling peaches, peeled halves.....	35
Cling peaches, peeled whole.....	37
Cling peaches, pieces of irregular sizes and shapes.....	30
Plums, slices.....	30
Plums, halves.....	30
Plums, pitted.....	30
Plums, unpitted.....	35
Raspberries, red.....	30
Raspberries, black.....	30
Rhubarb, cuts.....	30
Rhubarb, stalks.....	30
Strawberries, slices.....	25
Strawberries, whole.....	30
Youngberries.....	25
Mixed fruits.....	30

(b) If a frozen fruit fails to meet the requirements of paragraph (a) of this section, the label shall bear the statement of substandard fill in the manner and form specified in § 10.2 (b) with the additional statement "Contains excess liquid" as a second line in the rectangle.

Dated: March 15, 1948.

[SEAL] OSCAR R. EWING,  
Administrator

[F. R. Doc. 48-2374; Filed, Mar. 18, 1948; 9:02 a. m.]

## NOTICES

### DEPARTMENT OF THE INTERIOR

#### Bureau of Land Management

##### ARIZONA

#### ORDER OPENING LANDS TO MINING LOCATION, ENTRY, AND PATENTING

Under authority and pursuant to the provisions of the act of April 23, 1932 (47 Stat. 136, 43 U. S. C. 154) and the regulations thereunder, and subject to (1) valid existing rights, (2) the provisions of the act of August 1, 1946 (60 Stat. 755, 42 U. S. C. 1901 et seq.) and (3) the terms of the following quoted stipulation, it is hereby ordered that the NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$  and that portion of the NW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$  sec. 33, T. 7 N., R. 4 W., G. & S. R. M., lying east of the highway right of way of the State of Arizona, application Phoenix 084146, filed August 22, 1947, under section 17 of the act of November 9, 1921 (42 Stat. 216, 23 U. S. C. sec. 18) be and the same are hereby opened to location, entry and patenting under the general mining laws, the quoted stipulation to be executed and

acknowledged in favor of the United States by the locators, for their heirs, successors and assigns, and recorded in the county records and in the United States District Land Office at Phoenix, Arizona, before locations are made:

In carrying on mining, milling or other operations on the above described lands, locator, and his heirs, executors, administrators, successors and assigns shall, by means of substantial dikes or other adequate structures, confine all tailings and/or debris in such manner that the same shall not be carried by storm water or otherwise into the Hassayampa River, or any tributary thereof.

There is reserved to the United States, its successors and assigns, the prior right to take and remove from such lands any construction materials for use in connection with the construction, operation and maintenance of the Hassayampa Project and other Bureau of Reclamation works, without any payment made by the United States, its successors or assigns for such right, with the agreement on the part of the locator that if the taking and/or removal of such materials from said lands should be made more expensive by reason of the existence of improvements or workings of the locators thereon, such additional expense is to be esti-

mated by the Secretary of the Interior, whose estimate is to be final and binding upon the locator, and that within thirty days after demand is made by the Secretary upon the locator for payment of any such sums, the locator will make payment thereof to the United States, its successors or assigns taking and removing such materials from said lands. The locator further agrees that the United States, its officers, agents, and employees and its successors and assigns shall not be held liable for any damage to the improvements or workings of the locator resulting from the taking or removal of such materials from said lands.

This order shall not become effective to change the status of the lands until 10:00 a. m. on May 14, 1948, at which time the lands shall, subject to valid existing rights and the provisions of existing withdrawals and of this order, become subject to disposition under the United States mining laws only, as above provided.

C. GIRARD DAVIDSON,  
Assistant Secretary of the Interior.

MARCH 12, 1948.

[F. R. Doc. 48-2385; Filed, Mar. 18, 1948; 8:57 a. m.]

## UTAH

## AIR-NAVIGATION SITE WITHDRAWAL NO. 244

By virtue of the application contained in section 4 of the act of May 24, 1928, 45 Stat. 729 (49 U. S. C. 214), it is ordered as follows:

Subject to valid existing rights, the following-described public land in Utah is hereby withdrawn from all forms of appropriation under the public-land laws, and reserved for the use of the Civil Aeronautics Administration, Department of Commerce, in the maintenance of air-navigation facilities, the reservation to be known as Air-Navigation Site Withdrawal No. 244:

## SALT LAKE MERIDIAN

T. 22 S., R. 19 E.,  
Sec. 22, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ .

The area described contains 10 acres. This order shall take precedence over, but shall not modify, the order of the Acting Secretary of the Interior dated September 15, 1939, establishing Utah Grazing District No. 9, so far as it affects the above-described land.

It is intended that the public land described herein shall be returned to the administration of the Department of the Interior when it is no longer needed for the purpose for which it is reserved.

MASTIN G. WHITE,  
Acting Assistant Secretary  
of the Interior.

MARCH 12, 1948.

[F. R. Doc. 48-2367; Filed, Mar. 18, 1948;  
8:58 a. m.]

## DEPARTMENT OF COMMERCE

## Foreign-Trade Zones Board

[Order 16]

FOREIGN-TRADE ZONE AT SAN FRANCISCO,  
CALIF.RESOLUTION APPROVING APPLICATION OF  
BOARD OF STATE HARBOR COMMISSIONERS  
FOR PORT OF SAN FRANCISCO AND ORDER  
AUTHORIZING ISSUANCE OF GRANT

Proceedings of the Foreign-Trade Zones Board held at its offices in the city of Washington, D. C., on the 10th day of March A. D. 1948.

## Resolution and Order

Pursuant to the act approved June 18, 1934 (48 Stat. 998-1003; 19 U. S. C. 81a-81u) the following resolution was adopted: That the application of the Board of State Harbor Commissioners for the Port of San Francisco for a grant to establish and operate a foreign-trade zone at San Francisco, California, as permitted under Public No. 397, 73d Congress, is approved.

The Board having considered the matter;

It is ordered, Upon examination the application of the Board of State Harbor Commissioners for the Port of San Francisco for the privilege of establishing, operating, and maintaining a foreign-trade zone at San Francisco, has been found to be in proper order and in compliance with the act and the rules and regulations made thereunder. Now, therefore, the Secretary of Commerce, as

Chairman and Executive Officer of the Board, is hereby authorized and directed to sign and issue in favor of the Board of State Harbor Commissioners for the Port of San Francisco, a grant permitting the establishment, operation and maintenance of a foreign-trade zone at San Francisco, California, in compliance with the application on file with the Board.

It is further ordered, That a copy of this grant be made a part of the official records of this Board.

## Grant to Establish, Operate and Maintain a Foreign-Trade Zone at San Francisco, California

Whereas, by an act of Congress approved June 18, 1934, an act "To provide for the establishment, operation, and maintenance of foreign-trade zones in ports of entry of the United States, to expedite and encourage foreign commerce, and for other purposes" (48 Stat. 998; U. S. C. A. Title 19, 81a-81u) hereinafter referred to as "the act", the Foreign-Trade Zones Board, hereinafter referred to as "the Board", is authorized and empowered to grant to corporations the privilege of establishing, operating, and maintaining foreign-trade zones in or adjacent to ports of entry under the jurisdiction of the United States; and,

Whereas, the Board of State Harbor Commissioners for the Port of San Francisco, a corporation, organized and existing under the laws of the State of California, having its office and principal place of business in the City of San Francisco, in the State of California, hereinafter referred to as "the Grantee", has made application in due and proper form to the Board for the establishment, operation, and maintenance of a foreign-trade zone, designated on the records of the Board as Zone No. 3, at San Francisco, as shown on the map accompanying said application, marked Exhibit No. 10; and,

Whereas, notice of said application has been given and published, and full opportunity has been afforded all interested parties to be heard; and,

Whereas, the Board has found the proposed plans and location are suitable for the accomplishment of the purposes of a foreign-trade zone under the act and that the facilities and appurtenances which in said application it is proposed to provide are sufficient;

Now, therefore, the Board, subject to the provisions, conditions, and restrictions of the act and all of the rules and regulations made thereunder, hereby grants to the Grantee the privilege of establishing, operating, and maintaining a foreign-trade zone, designated on the records of the Board as Zone No. 3, at the specific location mentioned above and more particularly described on the map accompanying said application, marked Exhibit No. 10, said grant being subject to the provisions, conditions, and restrictions of the act and of all rules and regulations made thereunder, to the same extent as though the same were fully set forth herein, and also to the following express conditions and limitations, to-wit:

The Grantee shall make no deviation from the maps, plans, specifications,

drawings and blue prints, accompanying the said application and marked Exhibits Nos. 1 to 13, inclusive, as revised, before or after completion of the structures or work involved, unless modification of such maps, plans, specifications, drawings and blue prints, as revised, has previously been submitted to and has received the approval of the Board.

The work of the construction under this grant shall commence immediately following the date of the grant; said work shall be diligently prosecuted to completion and the work of construction shall be completed and operation of the zone shall be commenced by the Grantee within ninety (90) days from the date of this grant. The Grantee shall notify the United States District Engineer in whose district the zone is located of the date upon which work will begin and as far in advance thereof as the District Engineer may reasonably specify, and shall notify him promptly in writing of any suspension of construction for a period of more than one week, and of its resumption and completion.

The Grantee shall fully comply with the provisions of the laws for the protection and preservation of the navigable waters of the United States, and shall secure the authorizations and approvals of works in navigable waters of the United States required by such laws. The grant herein made shall not be construed as conveying such approval.

The Grantee shall allow officers and employees of the United States of America free and unrestricted access in, to, and throughout said zone in the performance of their official duties.

This grant shall not be construed to relieve the Grantee from liability for injury or damage to the person or property of others occasioned by the construction, operation, or maintenance of said zone, and in no event shall the United States of America be liable therefor.

In witness whereof, the Foreign-Trade Zones Board has caused its name to be signed and its seal to be affixed hereto by its Chairman and Executive Officer, W. Averell Harriman, at Washington, D. C., this 10th day of March 1948, pursuant to an order of the Board issued on March 10, 1948.

FOREIGN-TRADE ZONES  
BOARD,

[SEAL] By W. A. HARRIMAN,  
Chairman and Executive Officer.

Attest:

THOS. E. LYONS,  
Executive Secretary.

## CERTIFICATE BY EXECUTIVE SECRETARY

I, Thos. E. Lyons, Executive Secretary of the Foreign-Trade Zones Board, do hereby certify that the following is a true extract from the records of the proceedings of the Board of that portion of the Minutes (Memorandum) of March 10, 1948 the Foreign-Trade Zones Board relating to the matter hereinbefore in this Grant described:

Upon examination the application of the Board of State Harbor Commissioners for the Port of San Francisco for the privilege of establishing, operating, and maintaining a foreign-trade zone at San Francisco, has been found to be in proper

order and in compliance with the Act and the rules and regulations made thereunder. Now, therefore, the Secretary of Commerce, as Chairman and Executive Officer of the Board, is hereby authorized and directed to sign and issue in favor of the Board of State Harbor Commissioners for the Port of San Francisco, a grant permitting the establishment, operation and maintenance of a foreign-trade zone at San Francisco, California, in compliance with the application on file with the Board. It is further ordered that a copy of this grant be made a part of the official records of this Board.

Witness my hand and the seal of the Foreign-Trade Zones Board this 10th day of March 1948, at Washington, D. C.

[SEAL] THOS. E. LYONS,  
*Executive Secretary.*

[F. R. Doc. 48-2358; Filed, Mar. 18, 1948;  
9:09 a. m.]

## CIVIL AERONAUTICS BOARD

[Docket No. 2724]

COLONIAL AIRLINES, INC.

### NOTICE OF HEARING

In the matter of the compensation for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, of Colonial Airlines, Inc., over its entire system; and of the order to show cause therein, published by the Board on March 4, 1948 (Serial Number E-1263)

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 406 and 1001 of said act, that a hearing in the above-entitled proceeding is assigned to be held on March 22, 1948, at 10:00 a. m., (eastern standard time) in Room 131-133, Wing C, Temporary Building 5, located south of Constitution Avenue between 16th and 17th Streets, N. W., Washington, D. C., before Examiner R. Vernon Radcliffe.

Dated at Washington, D. C., March 15, 1948.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,  
*Secretary.*

[F. R. Doc. 48-2375; Filed, Mar. 18, 1948;  
9:02 a. m.]

[Docket No. 3273]

AERONAVES DE MEXICO, S. A.

### NOTICE OF HEARING

In the matter of the application of Aeronaves de Mexico, S. A., pursuant to section 402 of the Civil Aeronautics Act of 1938, as amended, and section 9 (b) of the Administrative Procedure Act, for renewal of a temporary foreign air carrier permit authorizing the foreign air transportation of persons, property and mail between Hermosillo, Mexico, and Nogales, Arizona.

Notice is hereby given pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 402 and

1001 of said act, that a hearing in the above-entitled proceeding is assigned to be held on March 26, 1948, at 10:00 a. m. (eastern standard time) in Room 131-133, Wing C, Temporary Building 5, south of Constitution Avenue between 16th and 17th Streets, NW., Washington, D. C., before Examiner R. Vernon Radcliffe.

Without limiting the scope of the issues presented by said application, particular attention will be directed to the following matters and questions:

1. Whether the proposed air transportation will be in the public interest, as defined in section 2 of the Civil Aeronautics Act of 1938, as amended.

2. Whether the applicant is fit, willing and able to perform such transportation and to conform to the provisions of the act and the rules, regulations, and requirements of the Board thereunder.

Notice is further given that any person desiring to be heard in this proceeding must file with the Board, on or before March 26, 1948, a statement setting forth the issues of fact or law raised by said application which he desires to controvert.

For further details of the service proposed and authorization requested, interested parties are referred to the application on file with the Civil Aeronautics Board.

Dated at Washington, D. C., March 15, 1948.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,  
*Secretary.*

[F. R. Doc. 48-2406; Filed, Mar. 18, 1948;  
9:03 a. m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 8252, 8829]

MARTINEZ-RODRIGUEZ BROADCASTING CO.  
AND EL MUNDO BROADCASTING CORP.  
(WEMB)

### ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES

In re applications of Juan Martinez Vela and Felix V Rodriguez, d/b as The Martinez-Rodriguez Broadcasting Company, San Juan, Puerto Rico, Docket No. 8252, File No. BP-5669, for construction permit; and El Mundo Broadcasting Corporation, (WEMB), San Juan, Puerto Rico, Docket No. 8829, File No. BMP-3287 for modification of construction permit.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled application of Juan Martinez Vela and Felix V Rodriguez, d/b as The Martinez-Rodriguez Broadcasting Company, requesting a construction permit for a new standard broadcast station to operate on 1190 kc, with 10 kw power, unlimited time, using a directional antenna at San Juan, Puerto Rico, and also having under consideration the above-entitled application of El Mundo Broadcasting Corpo-

ration, permittee of station WEMB, San Juan, Puerto Rico, requesting a modification of its construction permit to change frequency from 1320 kc to 1190 kc, power from 5 kw to 10 kw, and to install a directional antenna;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said applications be, and they are hereby, designated for hearing in a consolidated proceeding at a time and place to be designated by subsequent order of the Commission upon the following issues:

1. To determine the legal, technical, financial, and other qualifications of the applicant partnership and the partners and the technical, financial, and other qualifications of the applicant corporation, its officers, directors and stockholders to construct and operate, respectively, the proposed station and station WEMB as proposed.

2. To determine the areas and populations which may be expected to gain or lose primary service from the operations of the proposed station and station WEMB as proposed and the character of other broadcast service available to those areas and populations.

3. To determine the type and character of program services proposed to be rendered and whether they would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operations of the proposed station and station WEMB as proposed would involve objectionable interference with any existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of station WEMB as proposed would involve objectionable interference, as defined in the North American Regional Broadcasting Agreement, with station XERP Guanajuato, Mexico, or any other foreign station, and the nature and extent of such interference, if any.

6. To determine whether the operations of the proposed station and station WEMB as proposed would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

7. To determine whether the installations and operations of the proposed station and station WEMB as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations particularly with reference to the proposed transmitter location and the populations within the respective blanket contours.

8. To determine whether the operations of the proposed station and station WEMB as proposed would involve conflicts and interference with the activities of the Commission's Monitoring Station at Pt. Maldonado, Puerto Rico.

9. To determine on a comparative basis which, if either, of the applications in

this consolidated proceeding should be granted.

By the Commission.

[SEAL]

T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2391; Filed, Mar. 18, 1948;  
8:49 a. m.]

[Docket Nos. 8654, 8685, 8830]

CONTINENTAL BROADCASTING CO. ET AL.

ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES

In re applications of David E. Mackey, John E. Evans, Sr., John E. Evans, Jr., and Kenneth E. Rennekamp, d/b as Continental Broadcasting Company, Toledo, Ohio, Docket No. 8684, File No. BP-6368; The Midwestern Broadcasting Company, Toledo, Ohio, Docket No. 8685, File No. BP-6421, The Toledo Blade Company, Toledo, Ohio, Docket No. 8830, File No. BP-6534; for construction permits.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled application of The Toledo Blade Company, requesting a construction permit for a new standard broadcast station to operate on 1470 kc, with 1 kw power, unlimited time, using a directional antenna, at Toledo, Ohio;

It appearing, that, the Commission on December 15, 1947, designated for hearing in a consolidated proceeding the applications of David E. Mackey, John E. Evans, Sr., John E. Evans, Jr., and Kenneth E. Rennekamp, d/b as Continental Broadcasting Company, Toledo, Ohio (File No. BP-6368; Docket No. 8684) and of The Midwestern Broadcasting Company (File No. BP-6421; Docket No. 8685) each requesting a construction permit for a new standard broadcast station to operate on 1470 kc, with 1 kw power, using a directional antenna, unlimited time, at Toledo, Ohio;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application of The Toledo Blade Company be, and it is hereby, designated for hearing in the above consolidated proceeding at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the legal, technical, financial, and other qualifications of the applicant corporation, its officers, directors and stockholders to construct and operate the proposed station.

2. To determine the areas and populations which may be expected to gain or lose primary service from the operation of the proposed station and the character of other broadcast service available to those areas and populations.

3. To determine the type and character of program service proposed to be rendered and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operation of the proposed station would involve objectionable interference with any existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of the proposed station would involve objectionable interference with the services proposed in the other pending applications in this proceeding or in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby and the availability of other broadcast service to such areas and populations.

6. To determine whether the installation and operation of the proposed station would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations.

7. To determine the efficiencies of the proposed directional array and whether under normal operating tolerances the proposed array will be sufficiently stable to protect co-channel stations in accordance with the proposal.

8. To determine on a comparative basis which, if any, of the applications in this consolidated proceeding should be granted.

It is further ordered, That, the Commission's order dated December 15, 1947, designating for hearing in a consolidated proceeding, the above-entitled applications of Continental Broadcasting Company and The Midwestern Broadcasting Company, be, and it is hereby, amended to include the above-entitled application of The Toledo Blade Company and to include among the issues, Issue No. 8, stated above.

By the Commission.

[SEAL]

T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2390; Filed, Mar. 18, 1948;  
8:49 a. m.]

[Docket No. 8712]

ENID RADIOPHONE CO.

ORDER DESIGNATING APPLICATION FOR HEARING ON STATED ISSUES

In re application of Enid Radiophone Company, Enid, Oklahoma, Docket No. 8712; File No. BP-6255; for construction permit.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 11th day of March 1948:

The Commission having under consideration the above-entitled application requesting a construction permit to increase the daytime operating power of Station KCRC, Enid, Oklahoma, from 1 kw to 5 kw and to install a new transmitter;

It is ordered, That pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said applications be, and it is hereby, designated for hearing at a time and place to be designated

by subsequent order of the Commission, upon the following issues:

1. To determine the areas and populations which may be expected to gain primary service from the operation of Station KCRC as proposed and the character of other broadcast service available to those areas and populations.

2. To determine whether the operation of Station KCRC as proposed would involve objectionable interference with any existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

3. To determine whether the operation of Station KCRC as proposed would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

4. To determine whether the installation and operation of Station KCRC as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations particularly with respect to population residing within the 250 and 500 mv/m blanket contours.

By the Commission.

[SEAL]

T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2383; Filed, Mar. 18, 1948;  
8:48 a. m.]

[Docket No. 8323]

MASTER BROADCASTING CORP.

ORDER DESIGNATING APPLICATION FOR HEARING ON STATED ISSUES

In re application of The Master Broadcasting Corporation, Rio Piedras, Puerto Rico, Docket No. 8828, File No. BP-6111; for construction permit.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled application requesting a construction permit for a new standard broadcast station to operate on the frequency 1140 kc, with power of 1 kw daytime and 500 w nighttime, unlimited time, in Rio Piedras, Puerto Rico;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application be, and it is hereby, designated for hearing at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the legal, technical, financial, and other qualifications of the applicant corporation, its officers, directors and stockholders to construct and operate the proposed station.

2. To determine the areas and populations which may be expected to gain or lose primary service from the operation of the proposed station and the

character of other broadcast service available to those areas and populations.

3. To determine the type and character of program service proposed to be rendered and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operation of the proposed station would involve objectionable interference with existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of the proposed station would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

6. To determine whether the installation and operation of the proposed station would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations, particularly as to coverage.

By the Commission.

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2389; Filed, Mar. 18, 1948;  
8:48 a. m.]

[Docket No. 8831]

BIRNEY IMES, JR. (WCBI)

ORDER DESIGNATING APPLICATION FOR  
HEARING ON STATED ISSUES

In re application of Birney Imes, Jr. (WCBI), Columbus, Mississippi, Docket No. 8831, File No. BP-6339; for construction permit.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled application, requesting a construction permit to change frequency to 580 kc, to increase power to 1 kw, to change transmitter location, install a new transmitter and to install a directional antenna for day and night use, at station WCBI, Columbus, Mississippi.

*It is ordered*, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application be, and it is hereby, designated for hearing at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the technical, financial, and other qualifications of the applicant to construct and operate station WCBI as proposed.

2. To determine the areas and populations which may be expected to gain or lose primary service from the operation of station WCBI as proposed and the character of other broadcast service available to those areas and populations.

3. To determine the type and character of program service proposed to be rendered and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operation of station WCBI as proposed would involve objectionable interference with stations KALB, Alexandria, Louisiana, WGAC, Augusta, Georgia, or with any other existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of station WCBI as proposed would involve objectionable interference, as defined in the North American Regional Broadcasting Agreement, with station CKPR, Port Arthur, Ontario, Canada, or any other foreign broadcast station, and the nature and extent of such interference, if any.

6. To determine whether the operation of station WCBI as proposed would involve objectionable interference with the services proposed in any pending application for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

7. To determine whether the installation and operation of station WCBI as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations, with particular reference to the ratio of the population between the interference-free and normally protected contours to the population which would receive satisfactory service, and to the transmitter location.

8. To determine the overlap, if any, that will exist between the service areas of the proposed station and of station WELO at Tupelo, Mississippi, the nature and extent thereof, and whether such overlap, if any, is in contravention of § 3.35 of the Commission's rules.

*It is further ordered*, That Alexandria Broadcasting Company, Incorporated, licensee of station KALB, Alexandria, Louisiana, and The Twin States Broadcasting Company, licensee of station WGAC, Augusta, Georgia, be, and they are hereby, made parties to this proceeding.

By the Commission.

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2392; Filed, Mar 18, 1948;  
8:49 a. m.]

[Docket No. 8832]

SILVER CITY CRYSTAL CO. (WMMW)

ORDER DESIGNATING APPLICATION FOR  
HEARING ON STATED ISSUES

In re application of Silver City Crystal Company (WMMW), Meriden, Connecticut, Docket No. 8832, File No. BP-6356; for construction permit.

At a session of the Federal Communications Commission, held at its offices

in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled application requesting a construction permit to change hours of operation from daytime to unlimited time, to install a directional antenna for night use and to change transmitter location at station WMMW, Meriden, Connecticut.

*It is ordered*, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application be, and it is hereby, designated for hearing at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the technical, financial, and other qualifications of the applicant corporation, its officers, directors and stockholders to construct and operate station WMMW as proposed.

2. To determine the areas and populations which may be expected to gain or lose primary service from the operation of station WMMW as proposed and the character of other broadcast service available to those areas and populations.

3. To determine the type and character of program service proposed to be rendered and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operation of station WMMW as proposed would involve objectionable interference with any existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of station WMMW as proposed would involve objectionable interference as defined under the North American Regional Broadcasting Agreement with station CFOS Owen Sound, Ontario, Canada and the nature and extent of such interference, if any.

6. To determine whether the operation of station WMMW as proposed would involve objectionable interference with the services proposed in any pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

7. To determine whether the installation and operation of station WMMW as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations, with particular reference to the transmitter location and the number of persons residing within the 250 mv/m contour, and to the sufficiency of coverage of the city of Meriden, Connecticut, the coverage of the Hartford-New Britain metropolitan district and the ratio of the population within the area between the normally protected and interference-free contours to the population which would receive satisfactory service.

By the Commission.

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2393; Filed, Mar. 18, 1948;  
8:49 a. m.]



[Docket Nos. 8837-8839]

**RADIO STATION WSOC, INC., ET AL.****ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES**

In re applications of Radio Station WSOC, Inc., Charlotte, North Carolina, Docket No. 8837, File No. BPCT-304; Inter-City Advertising Company, Charlotte, North Carolina, Docket No. 8838, File No. BPCT-344; Surety Broadcasting Company, Charlotte, North Carolina, Docket No. 8839, File No. BPCT-349; for construction permits for television stations.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled applications, each requesting a construction permit for a television broadcast station to operate unlimited time on a television channel allocated to the Charlotte, North Carolina metropolitan district under § 3.606 of the Commission's rules and regulations; and

It appearing, that the above-entitled applications exceed in number the unassigned television channels allocated to the Charlotte, North Carolina metropolitan district;

*It is ordered*, That pursuant to section 309 (a) of the Communications Act, as amended, the above-entitled applications are hereby designated for hearing in a consolidated proceeding at a time and place to be designated by the Commission upon the following issues:

1. To determine the legal, technical, financial and other qualifications of the applicant to operate and construct the proposed station.

2. To obtain full information with respect to the nature and character of the proposed program service.

3. To determine the areas and populations which may be expected to receive service from the proposed station.

4. To determine whether the operation of the proposed station would involve objectionable interference with any other existing television broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other television broadcast service to such areas and populations.

5. To determine whether the operation of the proposed station would involve objectionable interference with the services proposed in any other pending applications for television broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other television broadcast service to such areas and populations.

6. To determine whether the installation and operation of the proposed station would be in compliance with the Commission's rules Governing Television Broadcast Stations, and its Standards of Good Engineering Practice Concerning Television Broadcast Stations.

7. To determine on a comparative basis which, if any, of the applications

in this consolidated proceeding should be granted.

**FEDERAL COMMUNICATIONS COMMISSION,**  
T. J. SLOWIE,  
*Secretary.*

[SEAL]

[F. R. Doc. 48-2385; Filed, Mar. 18, 1948; 8:48 a. m.]

[Docket Nos. 8333, 8334]

**NEW ENGLAND TELEVISION CO., INC., AND WTAG, INC.****ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES**

In re applications of New England Television Company, Inc., Worcester, Massachusetts, Docket No. 8833, File No. BPCT-296; WTAG, Inc., Worcester, Massachusetts, Docket No. 8834, File No. BPCT-338; for construction permits for television stations.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled applications, each requesting a construction permit for a television station at Worcester, Massachusetts, to operate on television channel No. 5 (76-82 mc) which is allocated to the Worcester, Massachusetts metropolitan district under § 3.608 of the Commission's rules and regulations; and

It appearing, that since each of the above-entitled applications request the same channel they are mutually exclusive because of the destructive interference which would result from simultaneous operation of the proposed stations:

*It is ordered*, That pursuant to section 309 (a) of the Communications Act, as amended, the above entitled applications are hereby designated for hearing in a consolidated proceeding at a time and place to be designated by the Commission upon the following issues:

1. To determine the legal, technical, financial and other qualifications of the applicant to operate and construct the proposed station.

2. To obtain full information with respect to the nature and character of the proposed program service.

3. To determine the areas and populations which may be expected to receive service from the proposed station.

4. To determine on a comparative basis which, if any, of the applications in this consolidated proceeding should be granted.

**FEDERAL COMMUNICATIONS COMMISSION,**  
T. J. SLOWIE,  
*Secretary.*

[SEAL]

[F. R. Doc. 48-2387; Filed, Mar. 18, 1948; 8:48 a. m.]

[Docket No. 8336]

**HARBENITO BROADCASTING Co. (KGBS) —****ORDER DESIGNATING APPLICATION FOR HEARING ON STATED ISSUES**

In re application of Harbenito Broadcasting Company (KGBS), Harlingen,

Texas, Docket No. 8836, File No. BP-6350; for construction permit.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 11th day of March 1948;

The Commission having under consideration the above-entitled application requesting a construction permit to change frequency to 850 kc, increase power to 5 kw, change transmitter location and install a new transmitter and directional antenna for day and night use at station KGBS, Harlingen, Texas;

*It is ordered*, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application be, and it is hereby, designated for hearing at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the, technical, financial, and other qualifications of the applicant corporation, its officers, directors and stockholders to construct and operate station KGBS as proposed.

2. To determine the areas and populations which may be expected to gain or lose primary service from the operation of station KGBS as proposed and the character of other broadcast service available to those areas and populations.

3. To determine the type and character of program service proposed to be rendered and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operation of station KGBS as proposed would involve objectionable interference with station KOA, Denver, Colorado, or with any other existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of station KGBS as proposed would involve objectionable interference with the services proposed in the pending application of National Broadcasting Company, Incorporated (KOA) File No. BP-4685, or in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

6. To determine whether the installation and operation of station KGBS as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations, with particular reference to the ratio of population between the interference-free contour and the normally protected contour to the population which will receive satisfactory service.

*It is further ordered*, That the National Broadcasting Company, Incorporated, licensee of station KOA, Denver, Colorado, be, and it is hereby, made a party to this hearing.

By the Commission.

[SEAL]

T. J. SLOWIE,  
*Secretary.*

[F. R. Doc. 48-2383; Filed, Mar. 18, 1948; 8:48 a. m.]

## WLOB, Inc.

PROPOSED TRANSFER OF CONTROL<sup>1</sup>

The Commission hereby gives notice that on March 1, 1948 there was filed with it an application (BTC-622) for its consent under section 310 (b) of the Communications Act to the proposed transfer of control of WLOB, Inc., licensee of FM station WLOB, Claremont, New Hampshire, from Lincoln O'Brien and his wife, Frances E. O'Brien, to Granite State Broadcasting Company, Inc., Manchester, New Hampshire. The proposal to transfer control arises out of a contract of December 27, 1947 pursuant to which the selling stockholders would sell all of their 300 shares of common voting stock of WLOB, Inc. to Granite State Broadcasting Company, Inc. for a total consideration of \$30,000 of which \$5,000 would be represented by a one year note of purchaser with 5% interest to be secured by the stock of the company and the balance to be paid as follows: \$4,000 is to be paid upon acceptance of the proposal and the balance to be paid upon delivery of the stock within 10 days of Commission approval. Purchaser will also pay losses between January 31, 1948 and date of Commission approval. Sellers agree, for a period of 5 years from delivery of the stock, to not engage in broadcasting within 30 miles of the Eagle Building in Claremont, New Hampshire. Purchaser is to have the right to pledge or mortgage the assets to obtain the balance of the purchase price. Further information as to the arrangements may be found with the application and associated papers which are on file at the offices of the Commission in Washington, D. C.

Pursuant to § 1.321 which sets out the procedure to be followed in such cases including the requirement for public notice concerning the filing of the application, the Commission was advised by applicant on March 8, 1948 that starting on March 10, 1948 notice of the filing of the application would be inserted in the "Claremont Daily Eagle" a newspaper of general circulation at Claremont, New Hampshire in conformity with the above section.

In accordance with the procedure set out in said section, no action will be had upon the application for a period of 60 days from March 10, 1948 within which time other persons desiring to apply for the facilities involved may do so upon the same terms and conditions as set forth in the above described contract.

(Section 310 (b), 48 Stat. 1086; 47 U. S. C. 310 (b))

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2394; Filed, Mar. 18, 1948;  
8:50 a. m.]

AM STATION WHAB AND STATION  
WHAB-FMPROPOSED ASSIGNMENT OF LICENSE AND  
CONSTRUCTION PERMIT<sup>1</sup>

The Commission hereby gives notice that on March 4, 1948 there was filed

<sup>1</sup> Section 1.321, Part 1, Rules of Practice and Procedure.

with it an application (BAL-705 and BPH-1212) for its consent under section 310 (b) of the Communications Act to the proposed assignment of license of AM Station WHAB and permit for FM Station WHAB-FM, Stroudsburg, Pennsylvania from Harold B. Newman and Anne L. Newman d/b as Pocono Broadcasting Company to Pocono Broadcasting, Inc. The proposal to assign the license for AM Station WHAB and the permit for WHAB-FM arises out of a contract of February 10, 1948 pursuant to which Harold B. and Anne L. Newman propose to sell to Pocono Broadcasting, Inc. all the properties, equipment and facilities of the above indicated stations for \$75,000. Of the total consideration \$2,000 was paid to an escrow agent upon execution of the contract. Upon delivery of the properties buyer will pay \$38,000 and the remaining \$35,000 shall be evidenced by the buyer's note payable at the rate of \$7,000 a year beginning 6 months after delivery of possession which shall bear 4% interest. The note is to be secured by a mortgage on the real estate and fixtures and 51% of the stock is to be given as security. Upon delivery of possession income and expenses are to be pro-rated. Further information as to the arrangements may be found with the application and associated papers which are on file at the offices of the Commission in Washington, D. C.

Pursuant to § 1.321 which sets out the procedure to be followed in such cases including the requirement for public notice concerning the filing of the application, the Commission was advised by applicant on March 4, 1948 that starting on March 5, 1948 notice of the filing of the application would be inserted in the Daily Record, a newspaper of general circulation at Stroudsburg, Pennsylvania in conformity with the above section.

In accordance with the procedure set out in said section, no action will be had upon the application for a period of 60 days from March 5, 1948 within which time other persons desiring to apply for the facilities involved may do so upon the same terms and conditions as set forth in the above described contract.

(Section 310 (b) 48 Stat. 1086; 47 U. S. C., 310 (b))

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 48-2395; Filed, Mar. 18, 1948;  
8:50 a. m.]

## FEDERAL POWER COMMISSION

[Docket No. E-6126]

OTTER TAIL POWER CO.

NOTICE OF APPLICATION

MARCH 15, 1948.

Notice is hereby given that on March 15, 1948, an application was filed with the Federal Power Commission, pursuant to section 204 of the Federal Power Act, by Otter Tail Power Company, a corporation organized under the laws of the State of Minnesota and doing business in the States of Minnesota, North Dakota and South Dakota, with its principal business office at Fergus Falls, Minne-

sota, seeking an order authorizing the issuance of \$500,000 principal amount unsecured promissory note, payable to First National Bank of Minneapolis, to be dated, executed and delivered on April 1, 1948, or as soon thereafter as possible and to mature six months after said date, bearing an interest rate not in excess of 2% per annum; all as more fully appears in the application on file with the Commission.

Any person desiring to be heard, or to make any protest with reference to said application should, on or before the 26th day of March, 1948, file with the Federal Power Commission, Washington 25, D. C., a petition or protest in accordance with the Commission's rules of practice and procedure.

[SEAL]

LEON M. FUQUAY,  
Secretary.

[F. R. Doc. 48-2376; Filed, Mar. 18, 1948;  
9:02 a. m.]

INTERSTATE COMMERCE  
COMMISSION

[S. O. 790, Amdt. 19 to Corr. Special  
Directive 1]

PENNSYLVANIA RAILROAD CO.

DIRECTIVE TO FURNISH CARS FOR RAILROAD  
COAL SUPPLY

Upon further consideration of the provisions of Special Directive No. 1 (12 F. R. 7950) under Service Order No. 700 (12 F. R. 7791), and good cause appearing therefor:

*It is ordered*, That Special Directive No. 1, be, and it is hereby amended by changing Appendix A of Amendment No. 15 as follows:

Mine—Add:	Cars
McShane—	per day
	8

A copy of this amendment shall be served upon The Pennsylvania Railroad Company and notice of this amendment shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 12th day of March A. D. 1948.

INTERSTATE COMMERCE  
COMMISSION,  
HOMER C. KING,  
Director,  
Bureau of Service.

[F. R. Doc. 48-2359; Filed, Mar. 18, 1948;  
8:57 a. m.]

[S. O. 790, Amdt. 9 to Special Directive 5]

PITTSBURGH AND SHAWMUT RAILROAD CO.

DIRECTIVE TO FURNISH CARS FOR RAILROAD  
COAL SUPPLY

Upon further consideration of the provisions of Special Directive No. 5 (12 F. R. 7952) under Service Order No. 790 (12 F. R. 7791), and good cause appearing therefor:

*It is ordered*, That Special Directive No. 5, be, and it is hereby amended by substituting paragraph (1) hereof for paragraph (1) thereof.

(1) To furnish to the mines listed below cars for the loading of Pennsylvania Railroad fuel coal in the number specified from its total available supply of cars suitable for the transportation of coal:

Mines:	Cars per day
Fairview-Coheen (Hetrick)-----	1
Seneca and Various-----	9
Wayne -----	3

A copy of this amendment shall be served upon The Pittsburgh & Shawmut Railroad Company and notice of this amendment shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 12th day of March A. D. 1948.

INTERSTATE COMMERCE  
COMMISSION,  
HOMER C. KING,  
Director  
Bureau of Service.

[F. R. Doc. 48-2360; Filed, Mar. 18, 1948;  
8:57 a. m.]

[S. O. 790, Special Directive 36-A]

DENVER AND RIO GRANDE WESTERN  
RAILROAD CO.

DIRECTIVE TO VACATE ORDER TO FURNISH CARS  
FOR RAILROAD COAL SUPPLY

Upon further consideration of the provisions of Service Order No. 790 (12 F. R. 7791) and good cause appearing therefor:

*It is ordered*, That Special Directive No. 36 under Service Order No. 790, be, and it is hereby vacated effective 12:01 a. m., March 13, 1948.

A copy of this special directive shall be served upon The Denver and Rio Grande Western Railroad Company and notice of this directive shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 12th day of March A. D. 1948.

INTERSTATE COMMERCE  
COMMISSION,  
HOMER C. KING,  
Director  
Bureau of Service.

[F. R. Doc. 48-2362; Filed, Mar. 18, 1948;  
8:57 a. m.]

[S. O. 790, Corr. Amdt. 1 to Special  
Directive 28]

MONONGAHELA RAILWAY CO.

DIRECTIVE TO FURNISH CARS FOR RAILROAD  
COAL SUPPLY

Upon further consideration of the provisions of Special Directive No. 28 (12 F. R. 8389) under Service Order No. 790 (12 F. R. 7791) and good cause appearing therefor:

*It is ordered*, That Special Directive No. 28, be, and it is hereby amended by

substituting paragraph (1) hereof for paragraph (1) thereof:

(1) To furnish to the Federal No. 3 mine 60 cars for the month of March 1948, for the loading of The Central Railroad Company of New Jersey fuel coal from its total available supply of cars suitable for the transportation of coal.

A copy of this special directive shall be served upon The Monongahela Railway Company and notice of this directive shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 11th day of March A. D. 1948.

INTERSTATE COMMERCE  
COMMISSION,  
HOMER C. KING,  
Director  
Bureau of Service.

[F. R. Doc. 48-2361; Filed, Mar. 18, 1948;  
8:57 a. m.]

[S. O. 790, Amdt. 2 to Special Directive 39]

MONONGAHELA RAILWAY CO.

DIRECTIVE TO FURNISH CARS FOR RAILROAD  
COAL SUPPLY

Upon further consideration of the provisions of Special Directive No. 39 (13 F. R. 408) under Service Order No. 790 (12 F. R. 7791) and good cause appearing therefor:

*It is ordered*, That Special Directive No. 39, be, and it is hereby amended as follows:

Mine—Add:	Cars per week:
McCortney-----	30

A copy of this amendment shall be served upon The Monongahela Railway Company and notice of this amendment shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 11th day of March A. D. 1948.

INTERSTATE COMMERCE  
COMMISSION,  
HOMER C. KING,  
Director,  
Bureau of Service.

[F. R. Doc. 48-2363; Filed, Mar. 18, 1948;  
8:57 a. m.]

[S. O. 790, Special Directive 40-A]

BALTIMORE AND OHIO RAILROAD CO.

DIRECTIVE TO VACATE ORDER TO FURNISH CARS  
FOR RAILROAD COAL SUPPLY

Upon further consideration of the provisions of Service Order No. 790 (12 F. R. 7791) and good cause appearing therefor:

*It is ordered*, That Special Directive No. 40 under Service Order No. 790, be,

and it is hereby vacated effective 12:01 a. m., March 16, 1948.

A copy of this special directive shall be served upon The Baltimore and Ohio Railroad Company and notice of this directive shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 15th day of March A. D. 1948.

INTERSTATE COMMERCE  
COMMISSION,  
HOMER C. KING,  
Director  
Bureau of Service.

[F. R. Doc. 48-2364; Filed, Mar. 18, 1948;  
8:57 a. m.]

SECURITIES AND EXCHANGE  
COMMISSION

[File No. 8-1]

MAY-PHINNEY CO. AND WASHINGTON  
NATIONAL CO., INC.

ORDER REVOKING REGISTRATION AND DENYING  
REGISTRATION

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 12th day of March A. D. 1948.

In the matter of Herbert R. May and Russell H. Phinney doing business as May-Phinney Company, a partnership, 1023 Fourth & Pike Building, Seattle, Washington, and Washington National Company, Inc., 1028 Fourth & Pike Building, Seattle, Washington: File No. 8-1.

Proceedings having been instituted pursuant to section 15 (b) of the Securities Exchange Act of 1934 to determine whether the registration of May-Phinney Company as broker and dealer should be revoked, and to determine further whether the application of Washington National Company, Inc., for registration as a broker and dealer should be denied;

A hearing having been held after appropriate notice, the Commission being duly advised and having this day issued its findings and opinion herein;

On the basis of said findings and opinion, *It is ordered*, That the registration of May-Phinney Company as a broker and dealer be and it hereby is revoked, and the registration of Washington National Company, Inc. as a broker and dealer be and it hereby is denied.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
Secretary.

[F. R. Doc. 48-2373; Filed, Mar. 18, 1948;  
9:02 a. m.]

[File No. 70-1491]

NORTHERN NATURAL GAS CO.

ORDER RELEASING JURISDICTION WITH  
RESPECT TO LEGAL FEES

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 12th day of March 1948.



The Commission having by order dated April 11, 1947, granted and permitted to become effective an application-declaration, as amended, filed by Northern Natural Gas Company ("Northern Natural") a registered holding company, pursuant to sections 6 (a) and 7 of the Public Utility Holding Company Act of 1935 ("act") with respect to the issuance and sale, pursuant to the competitive bidding requirements of Rule U-50 promulgated under said act, of \$10,000,000 principal amount of Serial Debentures, dated May 1, 1947, due 1956-1967 and

Said order providing, among other matters, that the proposed sale of Debentures by Northern Natural should not be consummated until the results of competitive bidding pursuant to Rule U-50 had been made a matter of record herein and a further order entered with respect thereto, which order might contain such further terms and conditions as might then be deemed appropriate for which purpose jurisdiction was reserved; and

The Commission having by order dated April 22, 1947, released jurisdiction with respect to the matters to be determined as a result of competitive bidding for said Debentures, and having ordered that jurisdiction be reserved with respect to all legal fees and expenses proposed to be paid in connection with said issue; and

Northern Natural having submitted additional information, setting forth the nature and extent of the legal services rendered, and having requested the Commission to release jurisdiction over the legal fees and expenses proposed to be paid in connection with said issue; and

It appearing to the Commission, after due consideration, that under the circumstances in this matter, jurisdiction should be released over legal fees and expenses proposed to be paid in connection with said issue of Debentures:

*It is ordered*, That jurisdiction heretofore reserved in the Commission's order of April 22, 1947, with respect to the payment of legal fees and expenses in this matter be, and the same hereby is, released.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F. R. Doc. 48-2380; Filed, Mar. 18, 1948;  
9:03 a. m.]

[File No. 70-1746]

LOUISVILLE GAS AND ELECTRIC CO.

ORDER GRANTING APPLICATION AND PERMITTING DECLARATION TO BECOME EFFECTIVE

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 12th day of March 1948.

Louisville Gas and Electric Company, a Kentucky Corporation ("Kentucky Company") a subsidiary of Louisville Gas and Electric Company, a Delaware Corporation, a registered holding company, having filed an application and a declaration, and amendments thereto, in which section 6 of the Public Utility

Holding Company Act of 1935 ("act") and Rules U-24 and U-50 promulgated thereunder are designated as applicable with respect to the transactions summarized below.

Kentucky Company proposes (a) to issue and sell, pursuant to the provisions of Rule U-50, \$8,000,000 principal amount of its First and Refunding Mortgage Bonds ("New Bonds") Series due March 1, 1978, and (b) to apply part of the proceeds from such sale to the payment of its short-term bank loans (\$2,450,000 principal amount) and to use the balance of such proceeds to finance, in part, its construction expenditures for 1948, estimated in the amount of \$8,700,000. The interest rate of the New Bonds (to be a multiple of  $\frac{1}{8}$  of 1%) and the price to be received by Kentucky Company (to be not less than 100% and not more than 102 $\frac{3}{4}$ % of the principal amount of said New Bonds) are to be determined by competitive bidding.

The New Bonds will be issued under the provisions of an Indenture, dated September 1, 1936, between Kentucky Company and Harris Trust and Savings Bank, Trustee, of Chicago, Illinois, as modified and supplemented by a new Supplemental Indenture to be dated as of March 1, 1948, on the basis of net permanent additions made to the Kentucky Company's properties.

Kentucky Company has requested that the ten-day notice period for inviting bids as provided for by subsection (b) of Rule U-50 be shortened to six days so as to minimize the possibility of the postponement of the opening of bids due to a change in market conditions. In this connection, the applicant-declarant has not designated a certain day on which bids are to be opened, but proposes to advise this Commission by telegram on the day preceding the publication of a public invitation for bids to purchase said New Bonds, of its intention so to do and the proposed date of opening bids.

Kentucky Company estimates fees and expenses to be incurred in connection with the proposed transactions, in the total amount of \$64,000, including legal fees of the firm of Flynn, Clerkin & Hansen in the amount of \$10,000, and the firm of Bullitt & Middleton, in the amount of \$2500, as counsel for the company; legal fees of the firm of Gardner, Carton & Douglas, as independent counsel for the underwriters in the amount of \$7500; and accounting fees of the firm of Arthur Andersen & Co. in the amount of \$5000.

Said application and declaration, and amendments thereto, having been duly filed and notice of such filing having been duly given in the form and manner prescribed by Rule U-23 promulgated pursuant to said act and the Commission not having received a request for hearing with respect to said notice, or otherwise, and not having ordered a hearing thereon; and

The Commission deeming it appropriate to consider the aforesaid filing with respect to the proposed issue and sale of said bonds as a declaration pursuant to sections 6 (a) and 7 of the act and finding that the requirements of the applicable provisions of the act and rules

promulgated thereunder are satisfied, that no adverse findings are necessary, and deeming it appropriate in the public interest and in the interest of investors and consumers that said application and declaration, as amended, be granted and permitted to become effective; and it appearing to the Commission that the record is not complete with respect to the aforementioned accounting fees:

*It is hereby ordered*, Pursuant to Rule U-23, that said application and declaration, as amended, be, and the same are hereby, granted and permitted to become effective forthwith, subject to the terms and conditions prescribed by Rule U-24, and subject to the further condition that the proposed sale of said New Bonds of Kentucky Company shall not be consummated until the results of competitive bidding pursuant to Rule U-50 have been made a matter of record herein and a further order shall have been entered with respect thereto, which order may contain such further terms and conditions as may then be deemed appropriate, for which purpose jurisdiction is hereby reserved.

*It is further ordered*, That the ten-day period for inviting bids as provided for in Rule U-50, be, and the same hereby is, shortened to a period of six days.

*It is further ordered*, That jurisdiction with respect to the accounting fees incurred in connection with the proposed issue and sale of said New Bonds be, and the same hereby is reserved.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F. R. Doc. 48-2378; Filed, Mar. 18, 1948;  
9:02 a. m.]

[File No. 70-1765]

CAROLINA POWER & LIGHT CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 12th day of March 1948.

Notice is hereby given that an application has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 by Carolina Power & Light Company ("Carolina"), a subsidiary of Electric Bond and Share Company, a registered holding company. Applicant has designated section 6 (b) of the act as applicable to the proposed transactions.

Notice is further given that any interested person may, not later than March 24, 1948, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the reasons for such request, the nature of his interest, and the issues of fact or law raised by said application which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after March 24, 1948, said application as filed, or as amended, may

be granted as provided by Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided by Rule U-20 (a) and Rule U-100 thereof.

All interested persons are referred to said application which is on file in the offices of this Commission for a statement of the transactions therein proposed, which are summarized as follows:

Carolina proposes to issue \$7,000,000 principal amount of notes to The Equitable Life Assurance Society of the United States. The notes will bear interest at the rate of 3¼% per annum and will mature in the principal amount of \$437,500 on each April 15th from April 15, 1952, to April 15, 1957, both inclusive, the remaining \$4,375,000 principal amount being due on April 15, 1958. Carolina proposes to use the proceeds of such loan to pay on April 15, 1948, the entire balance of the company's outstanding bank loans amounting to \$2,500,000 and to finance in part the company's construction program.

The proposed loan has been approved by the North Carolina Utilities Commission, the Commission of the state in which Carolina is organized and in which it does business, and the South Carolina Public Service Commission, the Commission of the state where the company also does business.

Applicant requests the Commission to issue its order granting the application on or before April 5, 1948.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F. R. Doc. 48-2377; Filed, Mar. 18, 1948;  
9:02 a. m.]

[File No. 70-1767]

TEXAS POWER & LIGHT CO.

#### NOTICE OF FILING

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 12th day of March A. D. 1948.

Notice is hereby given that a declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("act") by Texas Power & Light Company ("Texas Power") an electric utility subsidiary of Texas Utilities Company ("Texas Utilities") Texas Utilities is a registered holding company subsidiary of American Power & Light Company, a registered holding company subsidiary of Electric Bond and Share Company, also a registered holding company. Declarant has designated sections 6 (a) and 7 of the act and Rule U-50 thereunder as applicable to the proposed transactions.

Notice is further given that any interested person may, not later than March 24, 1948, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the reasons for such request, the nature of his interest and the issues of fact and law raised by said declaration which he desires to controvert, or may request that he be notified if the Commission should order

a hearing thereon. Any such request should be addressed as follows: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington, 25, D. C. At any time after 5:30 p. m., e. s. t., on March 24, 1948, said declaration, as filed or as amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided in Rule U-20 (a) and Rule U-100 thereof.

All interested persons are referred to said declaration which is on file in the office of this Commission for a statement of the transactions therein proposed which are summarized as follows:

Texas Power proposes to issue and sell, pursuant to the competitive bidding requirements of Rule U-50, \$2,000,000 principal amount of First Mortgage Bonds, ---% Series due 1978 ("Bonds"), and \$7,000,000 principal amount of ---% Sinking Fund Debentures due 1973 ("Debentures"). The Bonds are to be issued under the company's existing Mortgage and Deed of Trust dated as of May 1, 1945, in favor of Republic National Bank of Dallas, Dallas, Texas, as Trustee, as supplemented by a First Supplemental Indenture dated as of October 1, 1947, and as it will be supplemented by a Second Supplemental Indenture to be dated as of April 1, 1948. The Debentures are to be issued under a Debenture Agreement to be dated as of April 1, 1948, in favor of First National Bank in Dallas, Dallas, Texas, as Trustee. Texas Power proposes to use the proceeds for the construction of new facilities, the extension and improvement of its present facilities, and for the payment of any short term advances it may obtain prior to the sale of the Bonds and Debentures.

The interest rate of the Bonds and the interest rate of the Debentures and the prices to be paid to the company for the Bonds and Debentures will be fixed by competitive bidding.

Declarant requests that the Commission's order herein be issued as soon as may be practicable and that it become effective upon issuance.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary,

[F. R. Doc. 48-2381; Filed, Mar. 18, 1948;  
9:03 a. m.]

## DEPARTMENT OF JUSTICE

### Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

[Vesting Order 10677]

RICHARD SCHLUETTER

In re: Certain tangible personal property owned by Richard Schluetter.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Richard Schluetter, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany)

2. That the property described as follows: All that certain tangible personal property owned by Richard Schluetter and presently in the Standard Oil Company warehouse near Constable's Point, Bayonne, New Jersey, include particularly, but not limited to, the following:

- a. Ten (10) assorted fire arms,
- b. Several boxes of ammunition for above fire arms,
- c. One (1) large Japanese sword and case,
- d. One (1) small dagger and case,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Richard Schluetter, the aforesaid national of a designated enemy country (Germany)

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on February 9, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 48-2336; Filed, Mar. 18, 1948;  
8:50 a. m.]

[Vesting Order 10763]

SCHRODER GEBRUDER & Co.

In re: Stock owned or controlled by Schroder Gebruder & Co. F-28-1840-A-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Schroder Gebruder & Co., the last known address of which is Brod-schrangen 35, Hamburg, Germany, is a partnership organized under the laws of Germany and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Germany and is a national of a designated enemy country (Germany),

2. That the property described as follows: Those certain shares of stock described in Exhibit A, attached hereto and by reference made a part hereof, presently in the custody of J. Henry Schroder Banking Corporation, 46 William Street, New York 5, New York, together with all declared and unpaid dividends thereon, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany),

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on February 27, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director Office of Alien Property.

#### EXHIBIT A

Description of issue	Certificate No.	Number of shares	Name in which registered
No par value \$4 cumulative preferred capital stock of Standard Gas & Electric Co., 231 S. La Salle St., Chicago, Ill., a Delaware corporation.	12664 12666 31893 7739	9 35 6 100	Tucker & Co. Do. Do. Do.
No par value common capital stock of Standard Gas & Electric Co., 231 S. La Salle St., Chicago, Ill., a Delaware corporation.	57317 34041 34042 34040 78219 3534 24941/4	275/1000 37 1 46 38 100 100	Do. Do. Do. Do. Do. Do. Do.
Common capital stock of United Breweries Co.	131	16	Schroder Gebruder & Co.

<sup>1</sup> Each.

[F. R. Doc. 48-2397; Filed, Mar. 18, 1948; 8:50 a. m.]

[Supp. Vesting Order 10772]

HERMANN F. W. DANNENBAUM

In re: Trust under deed of Hermann F. W. Dannenbaum. File No. F-28-13346; E. T. sec. 3060.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the domiciliary personal representatives, heirs at law, next-of-kin, legatees and distributees, names unknown, of Sophie Dammann, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany),

2. That all right, title, interest and claim of any kind or character whatsoever of the persons identified in subparagraph 1 hereof, and each of them, in and to and arising out of or under that certain trust agreement dated August 31, 1925, by and between Hermann F. W. Dannenbaum and Girard Trust Company, and in and to all property held thereunder by Girard Trust Company, as trustee, is property payable or deliverable to, or claimed by, the aforesaid nationals of a designated enemy country (Germany)

3. That such property is in the process of administration by Girard Trust Company, as trustee, acting under the judicial supervision of the Orphans'

Court of Philadelphia County, Pennsylvania;

and it is hereby determined:

4. That to the extent that the domiciliary personal representatives, heirs at law, next-of-kin, legatees, and distributees, names unknown, of Sophie Dammann, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on March 3, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 48-2398; Filed, Mar. 18, 1948; 8:50 a. m.]

[Vesting Order 10770]

ADOLPH G. HELLER

In re: Estate of Adolph G. Heller, deceased. File No. D-28-9400. E. T. sec. 12510.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Carl (Karl) Heller and Katrina Heller, whose last known addresses are Germany, are residents of Germany and nationals of a designated enemy country (Germany),

2. That all right, title, interest and claim of any kind or character whatsoever of the persons named in subparagraph 1 hereof in and to the Estate of Adolph G. Heller, Deceased, is property payable or deliverable to, or claimed by, the aforesaid nationals of a designated enemy country (Germany),

3. That such property is in the process of administration by Ella A. Milligan, as Administratrix, acting under the judicial supervision of the Probate Court for the County of Saginaw, Michigan;

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on March 3, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director Office of Alien Property.

[F. R. Doc. 48-2399; Filed, Mar. 18, 1948; 8:50 a. m.]

[Vesting Order 10780]

HENRY HULL

In re: Estate of Henry Hull, deceased. File No. D-28-12217; E. T. sec. 16433.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Bertha Docher, and Tillio Shaler a/k/a Mrs. Mathile Scheele, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany)

2. That all right, title, interest and claim of any kind or character whatsoever of the persons named in subparagraph 1 hereof in and to the estate of Henry Hull, deceased, is property payable or deliverable to, or claimed by, the aforesaid nationals of a designated enemy country (Germany)

3. That such property is in the process of administration by Frank Lichtenberger, as executor, acting under the judicial supervision of the Orphans' Court, Bergen County, Hackensack, New Jersey

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on March 3, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director Office of Alien Property.

[F. R. Doc. 48-2400; Filed, Mar. 18, 1948; 8:51 a. m.]

[Vesting Order 10816]

ILDEFONS AUERBACH

In re: Estate of Ildefons Auerbach, deceased, and trust u/w of Ildefons Auerbach, deceased. File D-28-646; E. T. sec. 16052.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Hertha Schwartz, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany)

2. That all right, title, interest and claim of any kind or character whatsoever of the person identified in subparagraph 1 hereof, in and to the estate of Ildefons Auerbach, deceased, and in and to the trust created under the will of Ildefons Auerbach, deceased, is property payable or deliverable to, or claimed by, the aforesaid national of a designated enemy country (Germany)

3. That such property is in the process of administration by Charlotte Auerbach and Harry D. Salinger as Executors and Trustees acting under the judicial super-

vision of the Superior Court of California, in and for the County of Los Angeles;

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on March 5, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director Office of Alien Property.

[F. R. Doc. 48-2401; Filed, Mar. 18, 1948; 8:51 a. m.]

[Vesting Order 10317]

KATHERINE B. BEMENT

In re: Trust u/w of Katherine B. Bement, deceased. File D-28-2085; E. T. sec. 2422.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Gerard H. Pfaff, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany),

2. That all right, title, interest and claim of any kind or character whatsoever of the person identified in subparagraph 1 hereof in and to the trust created under the Will of Katherine B. Bement, deceased, is property payable or deliverable to, or claimed by, the aforesaid national of a designated enemy country, (Germany),

3. That such property is in the process of administration by Boston Safe Deposit and Trust Company, as Executor and Trustee, acting under the judicial supervision of the Probate Court of Essex County, Massachusetts;

and it is hereby determined:

4. That to the extent that the person identified in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on March 5, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director Office of Alien Property.

[F. R. Doc. 48-2402; Filed, Mar. 18, 1948; 8:51 a. m.]

[Vesting Order 10322]

LORENZ HERMAN HEINZ

In re: Estate of Lorenz Herman Heinz, deceased. File D-28-12167; E. T. sec. 16376.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Mrs. Rosa (Rose) Obendorfer and Mrs. Fanny Linkel, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany)

2. That all right, title, interest and claim of any kind or character whatsoever of the persons identified in subparagraph 1 hereof, and each of them, in and to the estate of Lorenz Herman Heinz, deceased, is property payable or deliverable to, or claimed by, the aforesaid nationals of a designated enemy country (Germany)

3. That such property is in the process of administration by the Treasurer of Cook County, Illinois, as Depositary, acting under the judicial supervision of the Probate Court of Cook County, Illinois;

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have

the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on March 5, 1948.

For the Attorney General.

[SEAL] DAVID L. BAZELON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 48-2403; Filed, Mar. 18, 1948;  
8:51 a. m.]

[Vesting Order 10862]

WILLIAM BUSSE

In re: Estate of William Busse, deceased. File No. D-28-11510. E. T. sec. 15745.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Henry Brummel, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany),

2. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Henry Brummel, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That all right, title, interest and claim of any kind or character whatsoever of the persons identified in subparagraphs 1 and 2 hereof, and each of them, in and to the estate of William Busse, deceased, is property payable or deliverable to, or claimed by the aforesaid nationals of a designated enemy country (Germany),

4. That such property is in the process of administration by Ewald Remmers, Administrator, c. t. a., acting under the judicial supervision of the District Court of Bremer County, State of Iowa,

and it is hereby determined:

5. That to the extent that the person named in subparagraph 1 hereof and the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Henry Brummel, are not within a designated enemy

country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest;

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on March 12, 1948.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Deputy Director,  
Office of Alien Property.

[F. R. Doc. 48-2404; Filed, Mar. 18, 1948;  
8:51 a. m.]